

**National Park Service  
PROJECT DATA SHEET**

<b>Project Score/Ranking:</b>	880
<b>Planned Funding FY:</b>	2007
<b>Funding Source:</b>	Line Item Construction

**Project Identification**

<b>Project Title:</b> Rehabilitate Sewage Treatment System - Blackwoods Campground & Jordan Pond House		
<b>Project No:</b> 105419	<b>Unit/Facility Name:</b> Acadia National Park	
<b>Region:</b> Northeast	<b>Congressional District:</b> ME02	<b>State:</b> ME

**Project Justification**

FCI-Before: 0.57	FCI-Projected: 0.05	API: 82								
<p><b>Project Description:</b> This project would eliminate serious deficiencies in existing sewage treatment systems serving Blackwoods Campground and Jordan Pond House. The park would continue its partnership with the Town of Mount Desert to modify two existing treatment plants by combining flows, eliminating one plant, upgrading the remaining plant; removing the abandoned plant and rehabilitating the site. Engineering studies and value analyses of the alternatives have shown that the minimum life cycle costs would be achieved by abandoning the Otter Creek Plant and pumping sewage to a combined and upgraded plant in Seal Harbor. This will allow demolition and site rehabilitation of the plant located on park land, although a pumping station will remain. This project is currently under construction with funding provided by the residents of the Town of Mount Desert. Because of the urgency of the project, the Town was willing to proceed with the understanding that NPS will provide their share as soon as funding is available. This project will fund the park share of construction cost, negotiated as a percentage based on measured flow contributions. The Town of Mount Desert owns the plant and funds would be transferred via a utilities service contract. Annual operating costs will be funded from park operating funds.</p>										
<p><b>Project Need/Benefit:</b> Acadia National Park has partnered with the Town of Mount Desert since the 1960's to provide sewage treatment for park and town facilities. Sewage treatment plants in the villages of Otter Creek and Seal Harbor treat sewage from the park's Blackwoods Campground and Jordan Pond House as well as from the villages. The existing Otter Creek plant was constructed on park land with both construction and operations jointly funded. Blackwoods Campground, owned and operated by NPS, serves over 100,000 visitors per year. Jordan Pond House, owned by NPS and operated by concession contract, serves 150,000 visitors per year. Recent inspections of the aging plants have revealed numerous deficiencies and effluent does not meet the discharge permit standards. This has led to Notices of Violation and fines from the Maine Department of Environmental Protection. As part of a negotiated consent agreement, plant upgrades are required. Until treatment is improved and the outfall extended, the system will continue to degrade the ocean environment. If the upgrade is not accomplished, there is potential for a DEP-ordered shutdown and it could result in loss of ability to treat sewage from Blackwoods Campground and Jordan Pond House. This would require either closing the developed areas or developing a more costly NPS-only treatment facility. This project would bring treatment up to current standards; eliminate health and safety hazards; fulfill all legal and regulatory requirements; and allow for continued use of two major park visitor areas serving 300,000 visitors per year. The project would also remove a sewage discharge line from a 20-acre estuary located within the park. It would improve the quality and dilution of sewage effluent discharged into a 160-acre harbor. It would protect a public swim beach where fecal coliform has been found.</p>										
<p><b>Ranking Categories:</b> Identify the percent of the project that is in the following categories of need.</p> <table><tr><td>60 % Critical Health or Safety Deferred</td><td>0 % Critical Mission Deferred Maintenance</td></tr><tr><td>0 % Critical Health or Safety Capital Improvement</td><td>0 % Compliance &amp; Other Deferred Maintenance</td></tr><tr><td>40 % Critical Resource Protection Deferred Maintenance</td><td>0 % Other Capital Improvement</td></tr><tr><td>0 % Critical Resource Protection Capital Improvement</td><td></td></tr></table>			60 % Critical Health or Safety Deferred	0 % Critical Mission Deferred Maintenance	0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance	40 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement	0 % Critical Resource Protection Capital Improvement	
60 % Critical Health or Safety Deferred	0 % Critical Mission Deferred Maintenance									
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance									
40 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement									
0 % Critical Resource Protection Capital Improvement										
Capital Asset Planning 300B Analysis Required: YES: NO: X		Total Project Score: 880								

**Project Costs and Status**

<b>Project Cost Estimate:</b>			<b>Project Funding History:</b>		
Deferred Maintenance Work :	\$ 2,390,000	100	Appropriated to Date:	\$	0
Capital Improvement Work:	\$ 0	0	Requested in FY 2007 Budget:	\$	2,390,000
Total Component Estimate:	\$ 2,390,000	100	Required to Complete Project:	\$	0
Class of Estimate:	A		Project Total:	\$	2,390,000
Estimate Good Until:	09/30/07				
<b>Dates:</b>	Sch'd (qtr/yy)		<b>Project Data Sheet</b>	<b>Unchanged Since</b>	
Construction Start/Award	1 / 2007		Prepared/Last Updated:	1/13/2006	
Project Complete:	1 / 2007			Departmental Approval:	
				YES: NO: X	

**Annual Operations Costs**

<b>Current:</b>	\$ 50,000	<b>Projected:</b>	\$ 50,000	<b>Net Change:</b>	\$ 0
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**National Park Service  
PROJECT DATA SHEET**

<b>Project Score/Ranking:</b>	915
<b>Planned Funding FY:</b>	2007
<b>Funding Source:</b>	Line Item Construction

**Project Identification**

<b>Project Title:</b>	Treat Drinking Water-Rio Grande Village		
<b>Project No:</b>	050403	<b>Unit/Facility Name:</b>	Big Bend National Park
<b>Region:</b>	Intermountain	<b>Congressional District:</b>	TX23
		<b>State:</b>	TX

**Project Justification**

<b>FCI-Before:</b>	0.465	<b>FCI-Projected:</b>	0.00	<b>API:</b>	65
<b>Project Description:</b> This project would replace the water supply for the Rio Grande Village developed area from a hot spring to a recently completed deep test well that would be converted to the water supply well. The project would also construct a water treatment plant; all appurtenant water lines and accessories necessary to connect the new water well to the existing storage and distribution system; a radio-telemetry system for remote monitoring and operation of the water supply system; and fire suppression systems for the maintenance facility and visitor center at Rio Grande Village.					
<b>Project Need/Benefit:</b> The purpose of this project is to assure adequate water quantity and quality for the endangered Gambusia (mosquito) fish and for the Rio Grande Village developed area that includes the park's largest campground and only recreational vehicle campground, a concessioner-operated camper's store including shower and laundry facilities, and employee housing areas for concessioner and park employees. The existing water source for potable water at Rio Grande Village is a hot spring that also provides water for the Gambusia fish. Use of this source for potable water decreases available flows for this endangered fish species. Personnel from the Big Bend resources management staff and the U. S. Fish and Wildlife Service have been alarmed that continued use of the spring water for human consumption will have a detrimental affect on the survival of this small population of fish, especially during drought conditions. A new water source is also required to provide safe and reliable potable water that meets State and National drinking water standards for the Rio Grande Village developed area. Notices of non-compliance with water quality standards have been issued to Big Bend National Park by the Texas Council on Environmental Quality. These notices of non-compliance put the park at potential risk of having to shut down the existing water potable supply.					
<b>Ranking Categories:</b> Identify the percent of the project that is in the following categories of need. 30 % Critical Health or Safety Deferred Maintenance      0 % Critical Mission Deferred Maintenance 65 % Critical Health or Safety Capital Improvement      0 % Compliance & Other Deferred Maintenance 0 % Critical Resource Protection Deferred Maintenance      0 % Other Capital Improvement 5 % Critical Resource Protection Capital Improvement					
<b>Capital Asset Planning 300B Analysis Required:</b> YES: NO: <input checked="" type="checkbox"/> <b>Total Project Score:</b> 915					

**Project Costs and Status**

<b>Project Cost Estimate:</b>	\$'s	%	<b>Project Funding History:</b>	
Deferred Maintenance Work :	\$ 2,216,000	100	Appropriated to Date:	\$ 0
Capital Improvement Work:	\$ 0	0	Requested in FY 2007 Budget:	\$ 2,216,000
Total Component Estimate:	\$ 2,216,000	100	Required to Complete Project:	\$ 0
Class of Estimate:	B		Project Total:	\$ 2,216,000
Estimate Good Until:	09/30/07			
<b>Dates:</b>	Sch'd (qtr/yy)		<b>Project Data Sheet</b>	<b>Unchanged Since</b>
Construction Start/Award	3/2007		Prepared/Last Updated: 1/13/2006	Departmental Approval:
Project Complete:	2/2008			YES: NO: <input checked="" type="checkbox"/>

**Annual Operations Costs**

<b>Current:</b>	\$ 26,751	<b>Projected:</b>	\$ 31,063	<b>Net Change:</b>	\$ 4,312
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**National Park Service  
PROJECT DATA SHEET**

<b>Project Score/Ranking:</b>	370
<b>Planned Funding FY:</b>	2007
<b>Funding Source:</b>	Line Item Construction

**Project Identification**

<b>Project Title:</b> Replace Barge with Accessible Ferry Landing Dock, Charlestown Navy Yard		
<b>Project No:</b> 077430	<b>Unit/Facility Name:</b> Boston National Historical Park	
<b>Region:</b> Northeast	<b>Congressional District:</b> 08	<b>State:</b> MA

**Project Justification**

FCI-Before: 0.192	FCI-Projected: 0.00	API: 57								
<p><b>Project Description:</b> This project will provide a new ferry landing system at the end of Pier 1 in the Charlestown Navy Yard at Boston National Historical Park that will enhance stability, safety, ADA accessibility, vessel berthing capacity and efficiency of maintenance. The new floating dock system will increase opportunities for visitors to arrive at the Navy Yard via a variety of water transportation routes as an alternative to car, trolley, or bus. The combined landing and ramp system will be designed to meet the state and federal requirements for access as applied to the Boston Harbor tide conditions (average of 9-10'). The project will also include necessary site work and utilities, support facilities, and visitor amenities such as railings, lighting, a shelter, and signs and maps orienting the visitor to Boston National Historical Park and Boston Harbor Islands.</p>										
<p><b>Project Need/Benefit:</b> The General Management Plan (GMP) for the Charlestown Navy Yard was originally completed in 1980 and revised in 1987. The GMP states that "Water shuttle service from downtown wharf areas to the navy yard will continue and will serve as a summer supplement to the shuttle bus system." Since the GMP was written, there has been considerable progress made in the cleanup of Boston Harbor and the improvement of water quality. There is much more focus on the Harbor for water transportation and the park has worked with the City of Boston and Commonwealth of Massachusetts in encouraging this use. The existing barge at Pier One is used to pick up and discharge approximately 36,000 passengers arriving at the Navy Yard via water transportation. It was acquired as surplus property from the Environmental Protection Agency in 1978 as a temporary landing facility to test the feasibility and demand for water transportation. Now that the feasibility has been proven and demand continues to grow, a new facility must be constructed to replace the temporary facility, which is rapidly deteriorating and must constantly be repaired to keep it afloat. The barge is located in deep water and the configuration of the ramp and stairs create a serious hazard, particularly to children and elderly passengers who have difficulty negotiating the unstable surface. The barge is not ADA accessible and has only one height (freeboard) limiting the types of vessels that can land. A new landing platform and ramp system will greatly increase the capacity for water transportation by providing safe access for more types of vessels and all visitors to the landing platform. A new water transportation landing facility would accommodate and attract a variety of existing and new services, including the water taxi, inner harbor shuttle services, a proposed Cultural Loop and expanded use by excursion services. The project is cost effective, feasible and sustainable. It will benefit an estimated 100,000 visitors. The long term cost to NPS is minimal as the infrastructure created by this project will allow NPS to tie into an existing system of public water transportation and private ferry operators. This new water transportation landing facility was designed as a prototype in partnership with three other Boston area national parks in order to develop a docking system that could be used at various locations around Boston Harbor to minimize design costs and to provide efficiencies for maintenance and repair of these facilities within NPS.</p>										
<p><b>Ranking Categories:</b> Identify the percent of the project that is in the following categories of need.</p> <table><tr><td>10 % Critical Health or Safety Deferred Maintenance</td><td>20 % Critical Mission Deferred Maintenance</td></tr><tr><td>0 % Critical Health or Safety Capital Improvement</td><td>60 % Compliance &amp; Other Deferred Maintenance</td></tr><tr><td>0 % Critical Resource Protection Deferred Maintenance</td><td>10 % Other Capital Improvement</td></tr><tr><td>0 % Critical Resource Protection Capital Improvement</td><td></td></tr></table>			10 % Critical Health or Safety Deferred Maintenance	20 % Critical Mission Deferred Maintenance	0 % Critical Health or Safety Capital Improvement	60 % Compliance & Other Deferred Maintenance	0 % Critical Resource Protection Deferred Maintenance	10 % Other Capital Improvement	0 % Critical Resource Protection Capital Improvement	
10 % Critical Health or Safety Deferred Maintenance	20 % Critical Mission Deferred Maintenance									
0 % Critical Health or Safety Capital Improvement	60 % Compliance & Other Deferred Maintenance									
0 % Critical Resource Protection Deferred Maintenance	10 % Other Capital Improvement									
0 % Critical Resource Protection Capital Improvement										
Capital Asset Planning 300B Analysis Required: YES: NO: X		Total Project Score: 370								

**Project Costs and Status**

<b>Project Cost Estimate:</b>			<b>Project Funding History:</b>		
Deferred Maintenance Work :	\$	1,374,300	90	Appropriated to Date:	\$ 0
Capital Improvement Work:	\$	152,700	10	Requested in FY 2007 Budget:	\$ 1,527,000
Total Component Estimate:	\$	1,527,000	100	Required to Complete Project:	\$ 0
<b>Class of Estimate:</b> B			<b>Project Total:</b>		
<b>Estimate Good Until:</b> 09/30/07					
<b>Dates:</b> Sch'd (qtr/yy)			<b>Project Data Sheet</b>		
Construction Start/Award	1/2007		Prepared/Last Updated:	1/13/2006	Unchanged Since
Project Complete:	1/2008				Departmental Approval:
					YES: NO: X

**Annual Operations Costs**

<b>Current:</b> \$ 12,500	<b>Projected:</b> \$ 2,500	<b>Net Change:</b> \$ (10,000)
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National Park Service  
PROJECT DATA SHEET

Project Score/Ranking:	850
Planned Funding FY:	2007
Funding Source:	Line Item Construction

## Project Identification

Project Title: <a href="#">Repair &amp; Rehabilitate Sewer System</a>		
Project No: 034334	Unit/Facility Name: <a href="#">Carlsbad Caverns National Park</a>	
Region: <a href="#">Intermountain</a>	Congressional District: <a href="#">NM02</a>	State: <a href="#">NM</a>

## Project Justification

FCI-Before: 0.95	FCI-Projected: 0.26	API: 80
<b>Project Description:</b> Replace and reroute the existing sewer outfall line down the escarpment directly south of the Visitor Center east parking lot. Reroute and upgrade the force main sewer line from the Bat Cave Draw restroom to the south side of the visitor center and connect to gravity sewer line down the escarpment. All sewer piping above the cavern formations shall be double-containment pipe. Install the sewer outfall line down the escarpment above ground to prevent possible disturbance and/or damage to the cavern formations. Rehabilitate two of the four existing sewage lagoons at the bottom of the escarpment.		
<b>Project Need/Benefit:</b> The purpose of the project is to reduce and/or eliminate contamination to water that infiltrates into the Caverns. The existing sewer outfall line has experienced numerous leaks and back-ups since its installation in 1972. Through an infiltration study/analysis in 1996, it has been determined that raw sewage from the leaks, blockages, and back-ups enters the groundwater that infiltrates into the Caverns. Groundwater infiltration is a key life sustaining feature of the Caverns and this project will reduce and/or eliminate this source of contamination from entering into the groundwater system. The new location of the sewer outfall line will also be much easier to maintain than the existing line. The project will also address deferred maintenance issues associated with the existing sewage lagoons such as sludge removal & disposal, installation of new liners, rehabilitation of eroded embankments, and removal of intrusive vegetation which is causing damage to the embankments and liners.		
<b>Ranking Categories:</b> Identify the percent of the project that is in the following categories of need.		
<div>45 % Critical Health or Safety Deferred</div> <div>5 % Critical Health or Safety Capital Improvement</div> <div>45 % Critical Resource Protection Deferred Maintenance</div> <div>5 % Critical Resource Protection Capital Improvement</div> <div>0 % Critical Mission Deferred Maintenance</div> <div>0 % Compliance &amp; Other Deferred Maintenance</div> <div>0 % Other Capital Improvement</div>		
Capital Asset Planning 300B Analysis Required: YES: NO: <input checked="" type="checkbox"/> Total Project Score: 840		

## Project Costs and Status

<b>Project Cost Estimate:</b> Deferred Maintenance Work : \$ 3,690,000 100 Capital Improvement Work: \$ 0 0 Total Component Estimate: \$ 3,690,000 100 Class of Estimate: B Estimate Good Until: 09/30/07	<b>Project Funding History:</b> Appropriated to Date: \$ 0 Requested in FY 2007 Budget: \$ 3,690,000 Required to Complete Project: \$ 0 Project Total: \$ 3,690,000
<b>Dates:</b> Construction Start/Award <a href="#">Sch'd</a> (qtr/yy) 1/2007 Project Complete: 4/2007	Project Data Sheet Prepared/Last Updated: 1/13/2006 Unchanged Since Departmental Approval: YES: NO: <input checked="" type="checkbox"/>

## Annual Operations Costs

Current: \$ 13,220	Projected: \$ 11,000	Net Change: \$ (2,220)
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**National Park Service  
PROJECT DATA SHEET**

<b>Project Score/Ranking:</b>	<b>900</b>
<b>Planned Funding FY:</b>	<b>2007</b>
<b>Funding Source:</b>	<b>Line Item Construction</b>

**Project Identification**

<b>Project Title:</b> <b>Reconstruct Non-Compliant Furnace Creek Water System</b>		
<b>Project No:</b> <b>088691</b>	<b>Unit/Facility Name:</b> <b>Death Valley National Park</b>	
<b>Region:</b> <b>Pacific West</b>	<b>Congressional District:</b> <b>25</b>	<b>State:</b> <b>CA</b>

**Project Justification**

FCI-Before: 0.165	FCI-Projected: 0.04	API: 70								
<p><b>Project Description:</b> This project will develop an appropriate water collection system to provide a reliable quality and quantity of potable water for the National Park Service, Xanterra resort facility (i.e. the Furnace Creek Inn and Ranch Resort), Timbisha Shoshone Indian tribe, and park visitors; and promote conservation of biological and cultural resource values in the Travertine-Texas Springs area. This project will also separate the delivery systems for potable and non-potable water in order to allow treatment of only the potable water, thereby decreasing the facility size and the life-cycle costs necessary for delivering potable water. Project work will include drilling up to four wells (with the actual number based on production rates) in the Texas Springs syncline. All potable water would be pumped from these wells. The potable water would be treated for arsenic, boron, fluoride, and total dissolved solids removal with a reverse osmosis treatment plant. The Furnace Creek Wash collection gallery would be moved to the lower end of the wash in order to reestablish the area as riparian habitat. The collection gallery would be used for non-potable water only. If feasible within the requested funding, the project design will also incorporate appropriate sustainable elements such as the use of hydropower or photovoltaic energy sources at the water treatment plant and well houses for level control and telemetry.</p>										
<p><b>Project Need/Benefit:</b> The Travertine Springs complex in the Furnace Creek area is probably the most critical water resource in Death Valley National Park. Potable and non-potable water is supplied by three springs: Furnace Creek Wash, Travertine Springs, and the Inn Tunnel (non-potable only). This series of springs provides water for all of the human use needs in the headquarters area including the park administrative offices, two private resort/visitor services facilities, and the offices and residences for the Timbisha Shoshone Indian Tribe. The Furnace Creek water system is unreliable, subject to catastrophic failure, and nearing the end of its useful life span. Many of the existing collection galleries have intermittently tested positive for coliform or E. coli bacteria, experienced unpredictable inputs of soil or organic matter, intermittently produced reduced volumes of water, and collected groundwater that does not meet state drinking water standards. Completion of the project will provide an adequate, reliable supply of safe water for human use in the headquarters area of the park. The springs also support a biological community that is totally dependent on these water resources including habitat for a minimum of seven endemic plant and animal species that have been identified by staff of the U.S. Fish and Wildlife Service and the Desert Research Institute. Installation of the existing collection galleries has resulted in a decrease in the presence and extent of historically present water dependent plants and animals in the areas below the galleries because many of the existing collection galleries do not have overflow pipes that automatically release water to the surrounding environment. In the summer of 1999, due to the presence of bacteria in the water supply, various collection galleries in the Travertine-Texas Springs area were taken off line. Water that was not collected was released to the local environment and park resources management staff determined that approximately seven miles of stream habitat are lost when the water is collected. Completion of the project will allow partial restoration of historic wetland and riparian habitat and improve flexibility for protecting species endemic to the area.</p>										
<p><b>Ranking Categories:</b> Identify the percent of the project that is in the following categories of need.</p> <table><tr><td>50 % Critical Health or Safety Deferred Maintenance</td><td>0 % Critical Mission Deferred Maintenance</td></tr><tr><td>25 % Critical Health or Safety Capital Improvement</td><td>0 % Compliance &amp; Other Deferred Maintenance</td></tr><tr><td>25 % Critical Resource Protection Deferred Maintenance</td><td>0 % Other Capital Improvement</td></tr><tr><td>0 % Critical Resource Protection Capital Improvement</td><td></td></tr></table>			50 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance	25 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance	25 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement	0 % Critical Resource Protection Capital Improvement	
50 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance									
25 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance									
25 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement									
0 % Critical Resource Protection Capital Improvement										
Capital Asset Planning 300B Analysis Required: YES: NO: X		Total Project Score: 900								

**Project Costs and Status**

<b>Project Cost Estimate:</b>			<b>Project Funding History:</b>		
Deferred Maintenance Work :	\$'s	%	Appropriated to Date:	\$	0
Capital Improvement Work:	\$ 6,556,500	75	Requested in FY 2007 Budget:	\$	8,754,000
Total Component Estimate:	\$ 2,188,500	25	Required to Complete Project:	\$	0
	\$ 8,754,000	100	Project Total:	\$	8,754,000
Class of Estimate: B					
Estimate Good Until: 09/30/07					
Dates: Sch'd (qtr/fy)			Project Data Sheet		Unchanged Since
Construction Start/Award 1/2007			Prepared/Last Updated: 1/19/2006		Departmental Approval:
Project Complete: 4/2007					YES: NO: X

**Annual Operations Costs**

<b>Current:</b> <b>\$ 213,796</b>	<b>Projected:</b> <b>\$ 236,553</b>	<b>Net Change:</b> <b>\$ 22,757</b>
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**National Park Service  
PROJECT DATA SHEET**

<b>Project Score/Ranking:</b>	940
<b>Planned Funding FY:</b>	2007
<b>Funding Source:</b>	Line Item Construction

**Project Identification**

<b>Project Title:</b>	Preserve Fort Jefferson		
<b>Project No:</b>	016537	<b>Unit/Facility Name:</b>	Dry Tortugas National Park
<b>Region:</b>	Southeast	<b>Congressional District:</b>	20
		<b>State:</b>	FL

**Project Justification**

FCI-Before: 0.058	FCI-Projected: 0.045	API: 100								
<p><b>Project Description:</b> The purpose of this project is to continue the long-term preservation of 150-year-old Fort Jefferson, the park's primary cultural resource, in a manner that provides the greatest benefit to this National Historic Landmark. The deterioration of the exterior (scarp) walls is due in part to harsh environmental conditions, but the most destructive force is the rust and expansion of massive iron armour blocks imbedded within each lower-level gun opening, or embrasure. The 7" thick iron blocks are expanding with tremendous force, creating a systemic, catastrophic failure of the scarp on the four fronts yet to be repaired. This project will focus first on the removal of all remaining iron components in the lower level embrasures of Fronts 3, 4, and 6 as described in item 1 below. Based on contract costs and availability of funds, the next priority for this project will be to stabilize the scarp wall, from the moat to the top of the parapet wall, focusing initially on completion of Front 4 and then on Front 5 as described in item 2 below. Project work then will include use of historically accurate or compatible materials to accomplish the following work in order of priority:</p> <ol style="list-style-type: none"><li>1. Demolition of the lower-level embrasures, removal of the iron Totten Shutters, iron armour blocks and associated components; and reconstruction with compatible bricks, mortar, coral concrete fill, and the use of glass-fiber reinforced concrete to emulate the iron blocks with a compatible non-ferrous material.</li><li>2. Stabilization and repointing of the following by casemate section:<ul style="list-style-type: none"><li>o Parapet, corbelled arches and blind embrasures at the top of the scarp wall.</li><li>o Stabilization of the upper level embrasures.</li><li>o Demolition and reconstruction of failing masonry as determined on-site during the construction process.</li><li>o Removal of all loose mortar and repointing using mortar compatible with the original historic fabric.</li></ul></li></ol> <p>All workmanship is to be comparable to that achieved with the original construction, meeting both the letter and intent of the Secretary of the Interior's Standards for the Treatment of Historic Properties for Rehabilitation.</p>										
<p><b>Project Need/Benefit:</b> The scarp wall, if allowed to decline and ultimately to fail, would expose more of the inner coral concrete to the harsh environment and to an accelerated rate of decay. If this work is not completed, portions of the structure will continue to fail and related life-safety issues will increase. This would eventually threaten the integrity of the casemates, currently in use for both park operations and public enjoyment, and ultimately the long-term existence of the structure. The intent of this project is not only to correct areas of failed masonry, but more importantly to prevent failure, thereby averting a much higher cost of recovery. The deterioration of the Fort's embrasures and the need for treatment has been documented over the past half-century, but was addressed only with limited operational funding. Recently, however, through a comprehensive two-year research, planning and design program, the best materials and methods for rehabilitation have been determined. Those results are being used in planning for this project and on an initial project, now underway, to rehabilitate the lower level embrasures on Front 5. If the entire project scope is implemented in this way, the life cycle for the areas treated by this project is projected to be another 150 years.</p>										
<p><b>Ranking Categories:</b> Identify the percent of the project that is in the following categories of need.</p> <table><tr><td>80 % Critical Health or Safety Deferred Maintenance</td><td>0 % Critical Mission Deferred Maintenance</td></tr><tr><td>0 % Critical Health or Safety Capital Improvement</td><td>0 % Compliance &amp; Other Deferred Maintenance</td></tr><tr><td>20 % Critical Resource Protection Deferred Maintenance</td><td>0 % Other Capital Improvement</td></tr><tr><td>0 % Critical Resource Protection Capital Improvement</td><td></td></tr></table>			80 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance	0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance	20 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement	0 % Critical Resource Protection Capital Improvement	
80 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance									
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance									
20 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement									
0 % Critical Resource Protection Capital Improvement										
Capital Asset Planning 300B Analysis Required: YES: NO: X		Total Project Score: 940								

**Project Costs and Status**

<b>Project Cost Estimate:</b>			<b>Project Funding History:</b>		
Deferred Maintenance Work :	\$	6,883,000	100	Appropriated to Date:	\$ 0
Capital Improvement Work:	\$	0	0	Requested in FY 2007 Budget:	\$ 6,883,000
Total Project Estimate:	\$	6,883,000	100	Required to Complete Project:	\$ 0
Class of Estimate:	B			Project Total:	\$ 6,883,000
Estimate Good Until:	09/30/07				
<b>Dates:</b>	Sch'd (qtr/fy)			<b>Project Data Sheet</b>	<b>Unchanged Since</b>
Construction Start/Award	1/2007			Prepared/Last Updated: 1/13/2006	Departmental Approval:
Project Complete:	4/2008				YES: NO: <input checked="" type="checkbox"/>

**Annual Operations Costs**

<b>Current:</b>	\$ 1,327,000	<b>Projected:</b>	\$ 1,327,000	<b>Net Change:</b>	\$ 0
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**National Park Service  
PROJECT DATA SHEET**

<b>Project Score/Ranking:</b>	680
<b>Funding FY:</b>	2007
<b>Funding Source:</b>	Line Item Construction

**Project Identification**

<b>Project Title:</b> <a href="#">Modify Water Delivery System</a>		
<b>Project No:</b> <a href="#">016547</a>	<b>Unit/Facility Name:</b> <a href="#">Everglades National Park</a>	
<b>Region:</b> <a href="#">Southeast</a>	<b>Congressional District:</b> <a href="#">FL19, FL20</a>	<b>State:</b> <a href="#">Florida</a>

**Project Justification**

<b>FCI-Before:</b> <a href="#">N/A</a>	<b>FCI-Projected:</b> <a href="#">N/A</a>	<b>API:</b> <a href="#">N/A</a>
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**Project Description:** This project involves construction of modifications to the Central and Southern Florida (C&SF) Project water management system and related operational changes to provide improved water deliveries to Everglades National Park (ENP) as authorized by the 1989 ENP Protection and Expansion Act. The project consists of constructing additional water control structures and developing new operational plans to restore more natural hydrologic conditions within ENP. The U.S. Army Corps of Engineers (Corps) 1992 General Design Memorandum (GDM) detailed the initial project design for the Modified Water Deliveries (MWD) Project to restore the conveyance of water between water conservation areas north of ENP and the Shark River Slough within the park. The plan also provided flood mitigation to the 8.5 Square Mile Area (SMA), a residential area adjacent to the park expansion boundary in the East Everglades. Since the completion of the 1992 GDM, subsequent scientific investigations resulted in the identification of revised ecosystem restoration requirements. Additional scientific and engineering data analyses, in conjunction with improved hydrological and ecological modeling, indicated modifications to the 1992 GDM project features were warranted in order to better meet the original project objectives and improve compatibility with the Comprehensive Everglades Restoration Plan project features, authorized in 2000. Much of the project work activity is now focused on completing the required supplemental National Environmental Policy Act (NEPA) documents and initiating the design and construction of the final project features. The project consists of four components: 1) 8.5 SMA, 2) Conveyance and Seepage Control, 3) Tamiami Trail, and 4) Project Implementation Support. The balance (FY 2007 thru FY 2009) of funding needed to complete the project is \$146 million.

The current status and [plans for FY 2007](#) are described below:

- 1) The purpose of the 8.5 SMA component is to provide flood mitigation to an agricultural and urban area adjacent to ENP due to the higher water levels in the area resulting from the construction of the project restoration features. The final design of the project component has been selected and is in the process of being implemented. The component features include a perimeter levee, an internal canal and levee system, a pump station and storm water treatment area and the acquisition of lands adjacent to the ENP boundary and west of the perimeter levee. In FY 2007, the focus will be on completing the construction of the structural features. The balance of funding needed to complete this project component in FY 2007 is \$4 million.
- 2) The purpose of the Conveyance and Seepage Control component is to convey water through reservoirs upstream of ENP into the Shark Slough drainage basin of ENP more consistent with historic hydrologic conditions. In addition, these project features will also return project-induced increased seepage from the project area to ENP in order to maintain flood protection to adjacent areas. Some of the features of this project component have been completed: the S-356 pump station, back-filling of the lower 4 miles of the L-67 extension canal, and construction of the S-355 structures in the L-29 levee. FY 2007 activities will focus on completing the necessary NEPA documents and implementing the Tentatively Selected Plan, including completion of the detailed design and initiation of construction of the L-67 A/C structural features as well as the remainder of the construction needed to back-fill L-67 extension canal. The balance (FY 2007/FY 2008) of funding needed to complete this project component is \$14 million.
- 3) The purpose of the Tamiami Trail (U.S. 41) component is to modify the existing highway in a manner consistent with the increased water flows and levels resulting from the conveyance components of the project. In addition, these modifications must be designed to be consistent with Florida Department of Transportation requirements. A Final Supplemental NEPA document was completed in December 2006 identifying the Tentatively Selected Plan (TSP) consisting of the construction of two bridges (a 2-mile span in the west and a 1-mile span in the east of the flow section) coupled with the raising of the remainder of the roadway in the 10.7 mile flow section. Detailed design of the TSP will be initiated in FY 2006 and completed in FY 2007. Construction is scheduled to be initiated in FY 2007. The balance (FY 2007 thru FY 2009) of funding needed to complete this project component is \$118 million.
- 4) The purpose of the Project Implementation Support is to provide funding for needed ENP and Corps personnel,

conduct environmental monitoring, develop improved operational plans, and complete the needed modifications to the Osceola Camp flood mitigation features. FY 2007 activities will include the continuation of personnel support and environmental monitoring, and completion of the detailed design of the Osceola Camp modifications and the award of the construction contract for implementation of the Osceola Camp modifications. The balance (FY 2007 thru FY 2009) of funding needed to complete this project component is \$10 million.

**Project Need/Benefit:** Research conducted in the Everglades National Park indicates substantial declines in the natural resources of the park and adjacent habitats. Much of this decline has been attributed to water management associated with the C&SF Project system. Since the park is located at the downstream terminus of the larger water management system, water delivery to the park is often in conflict with the other functions of the system, such as water supply and flood control. Construction of the project features and improved operational plans for water delivery will allow the timing, distribution and volumes of water delivery to the park to be more consistent with historic conditions. Some of the anticipated project benefits include increased connectivity of the Everglades ridge and slough habitats, improved conditions to the vegetation and aquatic communities due to increased duration of flooding in the slough and Rocky Glades habitats, improved hydrological conditions in the endangered Cape Sable Seaside Sparrow habitats, and increased flows to the estuaries to reduce the frequency of hypersaline events.

**Ranking Categories:** Identify the percent of the project that is in the following categories of need.

0% Critical Health or Safety Deferred Maintenance	0% Critical Mission Deferred Maintenance
0% Critical Health or Safety Capital Improvement	0% Compliance & Other Deferred Maintenance
80% Critical Resource Protection Deferred Maintenance	0% Other Capital Improvement
20% Critical Resource Protection Capital Improvement	

Capital Asset Planning 300B Required: YES: <input checked="" type="checkbox"/> NO: <input type="checkbox"/>	Total Project Score: 680
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### Project Costs and Status

<b>Project Cost Estimate:</b>			<b>Project Funding History:</b>		
	\$'s	%	Appropriated to Date:	\$251,924,000*	
Deferred Maintenance Work :	\$318,734,400**	80	Requested in FY 2007 Budget (NPS):	\$ 13,330,000**	
Capital Improvement Work:	\$ 79,683,600**	20	Requested in FY 2007 Budget (COE):	\$ 35,000,000**	
Total Project Estimate:	\$398,418,000**	100	Required to Complete Project:	\$ 98,164,000**	
Class of Estimate:			Project Total:	\$398,418,000**	
Estimate Good Until: 09/30/07			Project Data Sheet	Unchanged Since	
Dates: Sch'd (qtr/fy)			Prepared/Last Updated: 1/19/2006	Departmental	
Construction Start/Award: 1/ 2007				Approval: YES: NO: <input checked="" type="checkbox"/>	
Project Complete: 4/ 2009					

### Annual Operations Costs

Current: \$ 0	Projected: \$ 0	Net Change: \$ 0
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\* The amount of appropriations to date does not count the \$1.389 million of the FY 1999 appropriation directed by Congress to be used for the reorganization of the NPS's Construction Program or \$.836 million in across-the-board rescissions and absorptions of fire costs incurred between 2002 and 2005. It includes the \$50 million of land acquisition funds directed to the Corps of Engineers (COE) in the FY 2001 appropriation act for COE land acquisition connected to this project, the \$3.796 million that the Secretary of the Interior transferred from the NPS land acquisition account to the NPS construction account for work on this package, the \$16 million appropriation in the FY 2002 NPS land acquisition program, and \$2 million transferred in FY 2004 from NPS land acquisition that had previously been appropriated as part of a grant to the State of Florida. It includes the \$24.881 appropriated to the NPS in FY 2006, after accounting for an across-the-board rescission of .476%, and a presumed FY 2006 appropriation to the COE of \$34.65 million (after accounting for a 1% across-the-board rescission).

\*\* The \$48.33 million in FY 2007 budget authority is comprised of \$13.33 million of new NPS construction appropriation funds, and \$35 million to be requested in the FY 2007 President's Budget of the U.S. Army Corps of Engineers. Under an agreement between the Department of the Interior and the COE, the cost to complete the project after FY 2007 will be shared.



National Park Service  
PROJECT DATA SHEET

<b>Project Score/Ranking:</b>	925
<b>Planned Funding FY:</b>	2007
<b>Funding Source:</b>	Line Item Construction

## Project Identification

<b>Project Title:</b> Restore, Rehabilitate, and Relocate Memorial To New Site		
<b>Project No:</b> 015984	<b>Unit/Facility Name:</b> Hamilton Grange National Memorial	
<b>Region:</b> Northeast	<b>Congressional District:</b> NY19	<b>State:</b> NY

## Project Justification

FCI-Before: 0.764	FCI-Projected: 0.00	API: 100
<b>Project Description:</b> This project would relocate and restore the Hamilton Grange (the home of Alexander Hamilton) to an approved location in St. Nicholas Park. Rehabilitation of the original (1802) wood-frame building includes structural stabilization; construction of a new foundation; installation of climate control, security and fire alarm, and suppression systems; installation of handicapped-lift service; site improvements; and new exhibits and interpretive media. Both the existing and new sites will be landscaped.		
<b>Project Need/Benefit:</b> Hamilton Grange was set aside as a public national memorial to “commemorate the historic role played by Alexander Hamilton in the establishment of the Nation.” This project is needed to avoid further deterioration of this historic landmark and a potential loss of the resource. Parts of the building have already decayed and have been lost. In 1889, to make way for a new city street system, the Grange was moved about 350 feet from its original location. For its new location, the house was severely altered and it is now wedged between a church and apartment building. The 1962 Act of Congress directed that the house be relocated and "preserved in a fitting setting" for its proper administration and interpretation as a National Memorial. A proposed relocation site at the time of the 1962 Act was too far away and opposed by the local community and the house has remained in this inappropriate location. Periodic closures for repairs have made the need for proper planning for preservation and future use more urgent. The ideal experience for visitors would be to go to the Grange and see what it looked like during Hamilton's residency, a country retreat that was away from the city in a rural setting. Here visitors could learn about the Grange and its history and architecture, Hamilton's lifestyle, the society in which he lived and more importantly, about Hamilton the man, his accomplishments, his political, military, personal and professional life, how he created his own political and personal fortune, and his role in establishing the political and financial foundations of our country. The restoration will allow recreation of the appearance of the “Grange” during Hamilton's residency (1802-1804) in accordance with the approved Historic Structure Report (1980), Historic Furnishings Report (1986), NPS Management Policies, and any new information developed prior to the move. Implementation of this project would carry out the intention of Congress expressed in the establishing legislation dated April 27, 1962, which required the Secretary “to assure the relocation of the Grange and (the) administration and interpretation of the national memorial.” Since that time, the site, with a small number of exhibits, has been opened to the public only for a limited period each week. Early engineering studies of the Grange revealed structural problems severe enough to present an imminent threat to the resource and to visitors. The existing interpretive program at Hamilton Grange is severely restricted and the opportunity to convey the full significance of the contributions of Alexander Hamilton to the contemporary visitor is unrealized.		
<b>Ranking Categories:</b> Identify the percent of the project that is in the following categories of need. 25 % Critical Health or Safety Deferred		

## Project Costs and Status

<b>Project Cost Estimate:</b>			<b>Project Funding History:</b>	
Deferred Maintenance Work :	\$ 2,123,000	25	Appropriated to Date:	\$ 0
Capital Improvement Work:	\$ 6,370,000	75	Requested in FY 2007 Budget:	\$ 8,493,000
Total Component Estimate:	\$ 8,493,000	100	Required to Complete Project:	\$ 0
Class of Estimate:	B		Project Total:	\$ 8,493,000
Estimate Good Until:	09/30/07			
<b>Dates:</b>	Sch'd (qtr/yy)		<b>Project Data Sheet</b>	<b>Unchanged Since</b>
Construction Start/Award	1/2007		Prepared/Last Updated: 1/13/2006	Departmental Approval:
Project Complete:	4/2007			YES: NO: <input checked="" type="checkbox"/>

## Annual Operations Costs

<b>Current:</b>	\$ 218,400	<b>Projected:</b>	\$ 636,000	<b>Net Change:</b>	\$ 417,600
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National Park Service  
PROJECT DATA SHEET

Project Score/Ranking:	890
Planned Funding FY:	2007
Funding Source:	Line Item Construction

## Project Identification

Project Title: <a href="#">Replace Non-Compliant Cesspools per State &amp; EPA Mandates</a>		
Project No: 086980	Unit/Facility Name: <a href="#">Hawaii Volcanoes National Park</a>	
Region: <a href="#">Pacific West</a>	Congressional District: <a href="#">HI02</a>	State: <a href="#">HI</a>

## Project Justification

FCI-Before: 1.0	FCI-Projected: 0.1	API: 80
<b>Project Description:</b> This proposal would rehabilitate the park's wastewater system in order to meet current environmental regulations for wastewater treatment by replacing old large-capacity cesspools with septic tanks for primary treatment of wastewater and drain fields for the disposal of effluent. Work includes the installation of septic tanks, closure of existing cesspools, and construction of drain fields or reuse of existing cesspools as seepage pits (depending upon site-specific soil conditions).		
<b>Project Need/Benefit:</b> The park's existing system of cesspools, and small drain field systems are out-of-date, and do not adequately treat wastewater that is generated by visitor and employee use. The purpose of this project is to provide a wastewater disposal system meeting current State of Hawaii and Environmental Protection Agency environmental regulations that will eliminate the use of 24 large-capacity cesspools (flows greater than 1,000 gallons per day or more than 20 users) for primary wastewater treatment within the park. The EPA mandate is to eliminate the use of such systems by April 2005. Since this project will not start until FY 2007, a Consent And Final Order has been negotiated between the EPA and the NPS to replace the large capacity cesspools by April 2008.		
<b>Ranking Categories:</b> Identify the percent of the project that is in the following categories of need.		
<div style="display: flex; justify-content: space-between;"> <div>           0 % Critical Health or Safety Deferred            100 % Critical Health or Safety Capital Improvement            0 % Critical Resource Protection Deferred Maintenance            0 % Critical Resource Protection Capital Improvement         </div> <div>           0 % Critical Mission Deferred Maintenance            0 % Compliance &amp; Other Deferred Maintenance            0 % Other Capital Improvement         </div> </div>		
Capital Asset Planning 300B Analysis Required: YES: NO:		Total Project Score: 900

## Project Costs and Status

<b>Project Cost Estimate:</b>			<b>Project Funding History:</b>		
Deferred Maintenance Work :	\$ 2,159,500	100	Appropriated to Date:	\$	0
Capital Improvement Work:	\$ 4,319,000	0	Requested in FY 2007 Budget:	\$	4,319,000
Total Component Estimate:	\$ 4,319,000	100	Required to Complete Project:	\$	0
Class of Estimate: B			Project Total:		
Estimate Good Until: 09/30/07			\$ 4,319,000		
<b>Dates:</b>			<b>Project Data Sheet</b>		
Sch'd (qtr/yy)			Prepared/Last Updated: 1/13/2006		
Construction Start/Award			Unchanged Since		
1/2007			Departmental Approval:		
Project Complete:			YES: NO: X		
4/2007					

## Annual Operations Costs

Current:	\$ 13,500	Projected:	\$ 40,749	Net Change:	\$ 27,249
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National Park Service  
PROJECT DATA SHEET

Project Score/Ranking:	750
Planned Funding FY:	2007
Funding Source:	Line Item Construction

## Project Identification

Project Title: Construct Security Fence and Screening Facilities, Phase 1		
Project No: 085553	Unit/Facility Name: Independence National Historical Park	
Region: Northeast	Congressional District: PA01	State: PA

## Project Justification

FCI-Before: 0.071	FCI-Projected: 0.035	API: 92
<b>Project Description:</b> This project will be comprised of two phases: The first phase will be a seven-foot-high, decorative-iron fence that will enclose approximately one-half of Independence Square. The fence will be roughly 1,200 linear feet. The second phase will be comprised of two parts. The first portion will add a visitor screening facility to the Liberty Bell Center. The second portion will retrofit Old City Hall to be used as a screening room for visitors to Independence Square.		
<b>Project Need/Benefit:</b> The fence will limit access to Independence Square to only those visitors that have been screened and will permanently replace the existing temporary, movable metal barriers. The new construction at the Liberty Bell Center and the retrofitting of Old City Hall will provide permanent visitor screening solutions for access to the icons.		
<b>Ranking Categories:</b> Identify the percent of the project that is in the following categories of need.		
0 % Critical Health or Safety Deferred 50 % Critical Health or Safety Capital Improvement 0 % Critical Resource Protection Deferred Maintenance 50 % Critical Resource Protection Capital Improvement		
0 % Critical Mission Deferred Maintenance 0 % Compliance & Other Deferred Maintenance 0 % Other Capital Improvement		
Capital Asset Planning 300B Analysis Required: YES: <input checked="" type="checkbox"/> NO: <input type="checkbox"/>		Total Project Score: 750

## Project Costs and Status

<b>Project Cost Estimate:</b> Deferred Maintenance Work : \$ 0 0 Capital Improvement Work: \$ 843,000 100 Total Component Estimate: \$ 843,000 100 Class of Estimate: C Estimate Good Until: 09/30/07	<b>Project Funding History:</b> Appropriated to Date: \$ 0 Requested in FY 2007 Budget: \$ 843,000 Required to Complete Project: \$ 4,142,000 Project Total: \$ 4,985,000
<b>Dates:</b> Construction Start/Award: 1/2007 Project Complete: 4/2007	Project Data Sheet Prepared/Last Updated: 1/13/2006 Unchanged Since Departmental Approval: YES: NO: <input checked="" type="checkbox"/>

## Annual Operations Costs

Current: \$ 77,647	Projected: \$ 241,163	Net Change: \$ 163,516
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**National Park Service  
PROJECT DATA SHEET**

<b>Project Score/Ranking:</b>	550
<b>Planned Funding FY:</b>	2007
<b>Funding Source:</b>	Line Item Construction

**Project Identification**

<b>Project Title:</b> Deshler-Morris/Bringhurst House Utilities and Exhibit Rehabilitation		
<b>Project No:</b> 019891	<b>Unit/Facility Name:</b> Independence National Historical Park	
<b>Region:</b> Northeast	<b>Congressional District:</b> PA01	<b>State:</b> PA

**Project Justification**

FCI-Before: 0.13	FCI-Projected: 0.00	API: 70								
<p><b>Project Description:</b> The Deshler-Morris House is one of the most historically significant homes in Philadelphia. In 1973, the adjoining Bringhurst House was added to serve as a visitor orientation and exhibit space for tours of the Deshler-Morris House. Now, both houses are threatened by antiquated utilities, inadequate fire/intrusion alarms, hazardous materials, deteriorating historic fabric, and a lack of basic visitor facilities. This project will replace the HVAC system and partially rehabilitate the plumbing/electrical systems; provide a complete fire suppression system and emergency electrical lighting; upgrade intrusion alarms and improve communications with park offices; remove hazardous materials; selectively repair original wood and masonry and replace leaking roofs; provide structural supports and subsurface drainage; produce exhibits for a new orientation area; and provide public restrooms and accessibility ramps.</p>										
<p><b>Project Need/Benefit:</b> This historic resource is unique and irreplaceable for several reasons. The Deshler-Morris house first served as headquarters for British General Howe during the Battle of Germantown in 1777. Also known as the Germantown "White House", this site was later home to President Washington and his family in 1793 &amp; 1794. It is the oldest existing presidential residence in the United States, is on the National Register of Historic Places and the List of Classified Structures, and is one of the most intact 18th century structures in America (the Deshler-Morris house is 80% original fabric). The Bringhurst House is now vacant, except for an employee housing unit and is in poor condition. Located 8 miles from the core park buildings of Independence National Historical Park, the houses are vulnerable to catastrophic damage or loss due to antiquated utilities, lack of fire suppression, intrusion alarms, and deteriorating original fabric. This project would dramatically reduce routine and emergency oversight by park law enforcement and maintenance staff, also stationed 8 miles from the site. Long overdue building and utility repairs will greatly reduce physical threats, preventing further damage to original historic fabric and museum collections. Visitation to the Deshler-Morris House has significantly increased since 1997 due to organized efforts in the Germantown area to increase tourism and school educational programs at historic sites. The new visitor orientation area would include interpretive exhibits and accessible public restrooms to support tours and meet basic visitor expectations. Addition of accessibility ramps would better serve many of the elderly volunteer guides along with a significant portion of visitors.</p>										
<p><b>Ranking Categories:</b> Identify the percent of the project that is in the following categories of need.</p> <table><tr><td>10 % Critical Health or Safety Deferred Maintenance</td><td>40 % Critical Mission Deferred Maintenance</td></tr><tr><td>0 % Critical Health or Safety Capital Improvement</td><td>0 % Compliance &amp; Other Deferred Maintenance</td></tr><tr><td>40 % Critical Resource Protection Deferred Maintenance</td><td>10 % Other Capital Improvement</td></tr><tr><td>0 % Critical Resource Protection Capital Improvement</td><td></td></tr></table>			10 % Critical Health or Safety Deferred Maintenance	40 % Critical Mission Deferred Maintenance	0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance	40 % Critical Resource Protection Deferred Maintenance	10 % Other Capital Improvement	0 % Critical Resource Protection Capital Improvement	
10 % Critical Health or Safety Deferred Maintenance	40 % Critical Mission Deferred Maintenance									
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance									
40 % Critical Resource Protection Deferred Maintenance	10 % Other Capital Improvement									
0 % Critical Resource Protection Capital Improvement										
<p><b>Capital Asset Planning 300B Analysis Required:</b> YES: NO: <input checked="" type="checkbox"/> <b>Total Project Score:</b> 550</p>										

**Project Costs and Status**

<p><b>Project Cost Estimate:</b> \$'s %</p> <p>Deferred Maintenance Work : \$ 4,328,100 90</p> <p>Capital Improvement Work: \$ 480,900 10</p> <p>Total Component Estimate: \$ 4,809,000 100</p>		<p><b>Project Funding History:</b></p> <p>Appropriated to Date: \$ 0</p> <p>Requested in FY 2007 Budget: \$ 4,809,000</p> <p>Required to Complete Project: \$ 0</p> <p>Project Total: \$ 4,809,000</p>	
<p><b>Class of Estimate:</b> B</p> <p><b>Estimate Good Until:</b> 09/30/07</p>			
<p><b>Dates:</b> Sch'd (qtr/fy)</p> <p>Construction Start/Award 2/2007</p> <p>Project Complete: 2/2008</p>		<p>Project Data Sheet Prepared/Last Updated: 1/17/2006</p>	<p>Unchanged Since Departmental Approval: YES: NO: <input checked="" type="checkbox"/></p>

**Annual Operations Costs**

<b>Current:</b> \$ 6,000	<b>Projected:</b> \$ 7,200	<b>Net Change:</b> \$ 1,200
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**National Park Service  
PROJECT DATA SHEET**

<b>Project Score/Ranking:</b>	<b>880</b>
<b>Planned Funding FY:</b>	<b>2007</b>
<b>Funding Source:</b>	<b>Line Item Construction</b>

**Project Identification**

<b>Project Title:</b> <u>Rehabilitate Failing Structural Components of Paradise Inn and Annex, Phase 2</u>		
<b>Project No:</b> <u>006215</u>	<b>Unit/Facility Name:</b> <u>Mount Rainier National Park</u>	
<b>Region:</b> <u>Pacific West</u>	<b>Congressional District:</b> <u>WA08</u>	<b>State:</b> <u>WA</u>

**Project Justification**

FCI-Before: 0.683	FCI-Projected: 0.057	API: 100								
<p><b>FCI Project Description:</b> The purpose of this project is to correct serious health, life, and safety threats to park visitors and employees and to protect the Paradise Inn and Annex. This historic park facility is located at 5,200 feet on the southwest slopes of Mount Rainier in the Paradise district. The harsh winter conditions (an average 50 feet of snow fall per year) have placed significant pressure on all structural components. In 1996, a professional structural assessment determined that the rubble foundation, hearths and other structural components of the hotel are failing and catastrophic failure could occur. The project will be phased and completed over a two- to three-year period and will reconstruct portions of the buildings, correcting identified deficiencies to bring them into compliance with the Uniform Building Code and with National Fire Protection Act and Americans With Disabilities Act (ADA) standards. This rehabilitation project will complete structural and egress system and other upgrades to the historic portions of the Paradise Inn, including the following work:</p> <ul style="list-style-type: none"><li>• Lobby/ Gift Shop: complete structural risk mitigation, repair historic main stair, rehabilitate concession areas, and upgrade mechanical systems</li><li>• Dining Room: complete structural risk mitigation, install accessible lift, upgrade sanitary sewer, install new galvanized water pipe</li><li>• Kitchen: complete structural risk mitigation, rebuild grease hood, upgrade fire protection</li><li>• East Wing: complete structural risk mitigation, install new egress stair, complete 1-hour rated corridors, provide seven new ADA-accessible guest rooms, upgrade sanitary sewer, install new galvanized water pipe</li><li>• Annex: complete structural risk and life-safety mitigation</li><li>• Snow Bridge: complete structural risk and life-safety mitigation</li><li>• Site: redirect drainage away from building</li></ul> <p>In order to realize cost savings and minimize disruption to visitors and the concessioner, additional work on mechanical, electrical, and plumbing systems and doors and windows will be completed in conjunction with Annex structural and life-safety rehabilitation using concession franchise fee funding.</p>										
<p><b>Project Need/Benefit:</b> The Paradise Inn and Annex are listed on the National Register of Historical Places and both were designated National Historical Landmarks in 1987. The facility is located in the Paradise area, the heart of the park and a region which receives 40 to 90 feet of snow annually. While collectively known as the Paradise Inn, the facility is actually comprised of several buildings: Lobby and Dining Wings, Gift Shop and Snack Bar Addition, East Wing, Snow Bridge, Annex, and Kitchen Addition. Since 1916, modifications and makeshift additions such as roof dormers, snow bridge and chimney supports have also added complexity and dysfunction to the structures. Each component has varying degrees of strength and deficiencies. None of the components were constructed to resist the high snow loads of Paradise and have been tweaked, torn and twisted apart through the years. Foundations are compressed, deformed or shifted leaving the building susceptible to collapse under the snow or seismic events. Degradation of exterior fabric caused by constant moisture is causing accelerated deterioration throughout the structures. Failure to rehabilitate this complex would continue serious life-health-safety threats to employees and park visitors, and could result in the catastrophic loss of nationally significant historic resources and serious impacts to visitor services, park interpretive programs, and the primary concessionaire.</p>										
<p><b>Ranking Categories:</b> Identify the percent of the project that is in the following categories of need.</p> <table><tr><td>60 % Critical Health or Safety Deferred Maintenance</td><td>0 % Critical Mission Deferred Maintenance</td></tr><tr><td>0 % Critical Health or Safety Capital Improvement</td><td>0 % Compliance &amp; Other Deferred Maintenance</td></tr><tr><td>40 % Critical Resource Protection Deferred Maintenance</td><td>0 % Other Capital Improvement</td></tr><tr><td>0 % Critical Resource Protection Capital Improvement</td><td></td></tr></table>			60 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance	0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance	40 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement	0 % Critical Resource Protection Capital Improvement	
60 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance									
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance									
40 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement									
0 % Critical Resource Protection Capital Improvement										
Capital Asset Planning 300B Analysis Required: YES: <input checked="" type="checkbox"/> NO: <input type="checkbox"/>		Total Project Score: 880								

**Project Costs and Status**

<b>Project Cost Estimate:</b>			<b>Project Funding History:</b>		
	<b>\$'s</b>	<b>%</b>			
Deferred Maintenance Work :	\$ 15,984,000	100	Appropriated to Date:	\$ 7,900,000	
Capital Improvement Work:	\$ 0	0	Requested in FY 2007 Budget:	\$ 8,084,000	
Total Component Estimate:	\$ 15,984,000	100	Required to Complete Project:	\$ 0	
Class of Estimate:	A		Project Total:	\$ 15,984,000 *	
Estimate Good Until:	09/30/07				
<b>Dates:</b>	<b>Sch'd (qtr/fy)</b>		<b>Project Data Sheet</b>	<b>Unchanged Since</b>	
Construction Start/Award	3/2006		Prepared/Last Updated: 1/19/2006	Departmental Approval:	
Project Complete:	1/2008			YES: NO: X	

**Annual Operations Costs**

<b>Current:</b>	<b>\$ 2,711,650</b>	<b>Projected:</b>	<b>\$ 2,708,650</b>	<b>Net Change:</b>	<b>\$ (3,000)</b>
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\* Due to unique circumstances associated with this project, authority was provided in the FY 2006 appropriations "that hereafter notwithstanding any other provision of law, procurements for the Mount Rainier NP Jackson Visitor Center replacement and the rehabilitation of Paradise Inn and Annex may be issued which include the full scope of the facility." Funding for both projects is being phased over two-three years but the main contracts for both will be issued as one and construction will occur concurrently since they are physically located adjacent to each other. Given these unique attributes, although they are being presented as two separate projects, the NPS will manage the funds from a reprogramming perspective as though they are one.



**National Park Service  
PROJECT DATA SHEET**

<b>Project Score/Ranking:</b>	800
<b>Planned Funding FY:</b>	2007
<b>Funding Source:</b>	Line Item Construction

**Project Identification**

<b>Project Title:</b> Replace Jackson Visitor Center & Rehabilitate Parking Areas, Phase 2		
<b>Project No:</b> 016396	<b>Unit/Facility Name:</b> Mount Rainier National Park	
<b>Region:</b> Pacific West	<b>Congressional District:</b> 08	<b>State:</b> WA

**Project Justification**

<b>FCI-Before:</b> 0.96	<b>FCI-Projected:</b> 0.00	<b>API:</b> 88
<b>Project Description:</b> This project will rehabilitate the Paradise National Historic Landmark District (NHL) by removing the existing 60,000-square-foot Henry M. Jackson Visitor Center (JVC); improving Paradise developed area access, parking, and circulation; and constructing a new, smaller visitor center (approximate 20,000 square feet). Included in the project will be all site work, landscaping, utilities, exhibits, production of a new park movie, and demolition of the existing JVC.		
<b>Project Need/Benefit:</b> In a typical winter snow year, the JVC uses from 300 to 500 gallons of diesel fuel per day to reduce snow loading on the roof (i.e., snow melt) and space heating. An architectural/engineering feasibility study and value analysis completed by the Denver Service Center in August 1996 acknowledged that failure of the 36-year-old snow-melt system embedded in the concrete roof structure would make it completely infeasible to rehabilitate the facility. The 23,000 square feet of heated circulation space significantly exceeds the public space needed for even peak visitor days at Paradise. Since its construction in the 1960's, the JVC has fallen below current building codes, OSHA codes and American with Disabilities Act accessibility guidelines. Architecturally, the JVC significantly clashes with the NHL at Paradise. A recent OSHA inspection cited the park for failing to have two means of egress during the winter. These problems place the service in legal jeopardy if injury or death occurs during an access accident or catastrophe such as fire or earthquake. Snow can be removed to accommodate the second means of egress, however the walkways are still too slippery and steep for legal access, and the snow banks along the walkway (often exceeding 20 feet in height) would be constantly in danger of collapse causing injury and possible death to visitors and employees. The estimated cost to bring the structure up to acceptable safety standards, with two all-season entries, elevator(s), and upgraded exhibits, etc., is in excess of \$17 million (net life cycle cost) without factoring roof snow-melt system replacement. The roof structure is not structurally designed to withstand the area's 500+ pounds per square foot snow loading. The very large fuel consumption contributes to the area's air quality degradation and is not in keeping with the National Park Service's or Mount Rainier NP's resource stewardship role as a Class 1 area and leader in sustainability.		
<b>Ranking Categories:</b> Identify the percent of the project that is in the following categories of need. 70 % Critical Health or Safety Deferred Maintenance      10 % Critical Mission Deferred Maintenance 0 % Critical Health or Safety Capital Improvement      20 % Compliance & Other Deferred Maintenance 0 % Critical Resource Protection Deferred Maintenance      0 % Other Capital Improvement 0 % Critical Resource Protection Capital Improvement		
<b>Capital Asset Planning 300B Analysis Required:</b> YES: X NO:		<b>Total Project Score:</b> 800

**Project Costs and Status**

<b>Project Cost Estimate:</b> \$'s      % <b>Deferred Maintenance Work :</b> \$18,910,000      100 <b>Capital Improvement Work:</b> \$      0      0 <b>Total Component Estimate:</b> \$18,910,000      100			<b>Project Funding History:</b> <b>Appropriated to Date:</b> \$      14,307,000 <b>Requested in FY 2007 Budget:</b> \$      2,791,000 <b>Required to Complete Project:</b> \$      1,812,000 <b>Project Total:</b> \$      18,910,000 *	
<b>Class of Estimate:</b> A <b>Estimate Good Until:</b> 09/30/07			<b>Project Data Sheet</b> <b>Prepared/Last Updated:</b> 1/17/06 <b>Unchanged Since</b> <b>Departmental Approval:</b> <b>YES:</b> <b>NO:</b> X	
<b>Dates:</b> <b>Sch'd (qtr/fy)</b> <b>Construction Start/Award</b> 3/2006 <b>Project Complete:</b> 1/2009				

**Annual Operations Costs**

<b>Current:</b> \$ 585,985	<b>Projected:</b> \$ 460,580	<b>Net Change:</b> \$ (125,405)
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\* Due to unique circumstances associated with this project, authority was provided in the FY 2006 appropriations "that hereafter notwithstanding any other provision of law, procurements for the Mount Rainier NP Jackson Visitor Center replacement and the rehabilitation of Paradise Inn and Annex may be issued which include the full scope of the facility." Funding for both projects is being phased over two-three years but the main contracts for both will be issued as one and construction will occur concurrently since they are physically located adjacent to each other. Given these unique attributes, although they are being presented as two separate projects, the NPS will manage the funds from a reprogramming perspective as though they are one.

**National Park Service  
PROJECT DATA SHEET**

<b>Project Score/Ranking:</b>	100
<b>Planned Funding FY:</b>	2007
<b>Funding Source:</b>	Line Item Construction

**Project Identification**

<b>Project Title:</b> <u>Provide Universal Accessibility and Improve Ford's Theatre NHS, Phase 1</u>			
<b>Project No:</b> <u>076063</u>		<b>Unit/Facility Name:</b> <u>National Mall and Memorial Parks</u>	
<b>Region:</b> <u>National Capital</u>	<b>Congressional District:</b> <u>DCAL</u>	<b>State:</b> <u>DC</u>	

**Project Justification**

FCI-Before: 0.071	FCI-Projected: 0.071	API: 100
<p><b>Project Description:</b> This project would improve and tie together three separate structures at Ford's Theatre National Historic Site (Ford's Theatre, the 517 Building and the Star Saloon), thereby providing ADA accessibility, complying with building codes, and meeting current operational requirements. Phase I would create a connection between Ford's Theatre and the 517 building (an NPS-owned building on the north side of the theatre); install an elevator to access the lobby, balconies, and basement museum; adjust floors for ADA accessibility; install handicapped-accessible restrooms; rehabilitate space in the 517 building; and carry out life-safety code upgrades. Phase II would create a connection between Ford's Theatre and the Star Saloon (an NPS-owned building on the south side of the theatre); adjust floors for ADA accessibility; install handicapped-accessible restrooms; rehabilitate space in the Star Saloon; and carry out life-safety code upgrades. Phase II would also rehabilitate and upgrade the Ford's Theatre acoustical, lighting, HVAC, and security systems and rehabilitate Ford's Theatre support spaces.</p>		
<p><b>Project Need/Benefit:</b> The existing condition requires Ford's Theatre visitors with mobility impairment to follow a circuitous route to the restrooms and an even more convoluted route to the museum. The restrooms are accessed by going outside to the 517 Building and in through the administrative office, a non-public area. The route to the museum in the basement involves taking a lift down to one level and then another lift. These lifts are not entirely reliable and, when in use, block a stairwell needed for emergency evacuations; for that reason, they cannot be used during theatrical productions. It takes ten minutes to go down, and another ten to go back up. This situation does not comply with the Americans with Disability Act. In addition, code compliance would be improved for restrooms, building systems and other life-safety code requirements. Other rehabilitation work would improve the functionality of the theatre and the building complex in supporting theatre productions and the experience of visitors.</p>		
<p><b>Ranking Categories:</b> Identify the percent of the project that is in the following categories of need.</p>		
<div><div>0 % Critical Health or Safety Deferred</div><div>0 % Critical Health or Safety Capital Improvement</div><div>0 % Critical Resource Protection Deferred Maintenance</div><div>0 % Critical Resource Protection Capital Improvement</div></div> <div><div>0 % Critical Mission Deferred Maintenance</div><div>0 % Compliance &amp; Other Deferred Maintenance</div><div>100 % Other Capital Improvement</div></div>		
Capital Asset Planning 300B Analysis Required: YES: X NO:		Total Project Score: 100

**Project Costs and Status**

<b>Project Cost Estimate:</b>		<b>Project Funding History:</b>
Deferred Maintenance Work :	\$ 0 0	Appropriated to Date: \$ 0
Capital Improvement Work:	\$ 3,114,000 100	Requested in FY 2007 Budget: \$ 3,114,000
Total Component Estimate:	\$ 3,114,000 100	Required to Complete Project: \$ 3,521,000
Class of Estimate:	C	Project Total: \$ 6,635,000
Estimate Good Until:	09/30/06	
<b>Dates:</b>	<b>Sch'd (qtr/vv)</b>	<b>Project Data Sheet</b>
Construction Start/Award:	4/2007	Prepared/Last Updated: 1/17/2006
Project Complete:	3/2008	Unchanged Since Departmental Approval:
		YES: NO: <u>X</u>

**Annual Operations Costs**

<b>Current:</b> \$ 1,358,000	<b>Projected:</b> \$ 1,358,000	<b>Net Change:</b> \$ 0
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**National Park Service  
PROJECT DATA SHEET**

<b>Project Score/Ranking:</b>	<b>300</b>
<b>Planned Funding FY:</b>	<b>2007</b>
<b>Funding Source:</b>	<b>Line Item Construction</b>

**Project Identification**

<b>Project Title:</b> Restore Elwha River Ecosystem and Fisheries		
<b>Project No:</b> 005375	<b>Unit/Facility Name:</b> Olympic National Park	
<b>Region:</b> Pacific West	<b>Congressional District:</b> 06	<b>State:</b> Washington

**Project Justification**

FCI-Before: NA		FCI-Projected: NA		API: 0									
<b>Project Description:</b> The Department of the Interior has determined that removal of two hydroelectric projects on the Elwha River is required to fully restore the Elwha River ecosystem and fisheries. This project is for the purposes of meeting requirements of the Elwha River Ecosystem and Fisheries Restoration Act (P.L. 102-495), restoring the largest watershed in Olympic National Park, ending litigation regarding jurisdiction over the Glines Canyon project, and addressing the Federal Government's treaty responsibilities to the Lower Elwha Klallam Tribe (the Tribe). This is a cooperative effort including the National Park Service, Bureau of Indian Affairs, Fish and Wildlife Service, Bureau of Reclamation (BOR) and the Army Corps of Engineers (the Corps) and the Tribe. The overall project will involve: 1. Acquisition of the Elwha and Glines Canyon hydroelectric projects, and associated land and facilities (COMPLETED). 2. Preparation of an environmental impact statement (EIS) to examine methods of dam removal and ecosystem restoration (COMPLETED) and a supplemental EIS to examine alternatives for protection of downstream water users (COMPLETED). 3. Preparation of de-construction and restoration plans based on the selected removal alternative (UNDERWAY). 4. Installation of water quality protection measures for downstream water users according to the selected alternative for dam removal (UNDERWAY). 5. Removal of the Elwha and Glines Canyon dams (2009-2011), restoration of the Lake Mills and Lake Aldwell reservoir areas, restoration of Elwha fisheries, and monitoring of the restoration efforts (20010-2021). 6. Other actions including interim operations and maintenance of the projects for power production by BOR and the Bonneville Power Administration, development of on-reservation flood mitigation by the Tribe, identification of off-reservation measures by the Corps of Engineers, and mitigation of cultural resources impacts. (UNDERWAY).													
<b>Project Need/Benefit:</b> The Elwha River Ecosystem and Fisheries Restoration Act (P.L. 102-495) directed the Secretary of the Interior to develop a report to the Congress detailing the method that will result in "full restoration" of the ecosystem and native anadromous fish of the Elwha River. Previous analyses conducted by agencies including the Federal Energy Regulatory Commission, National Park Service, and the General Accounting Office all concluded that full restoration can only be achieved through the removal of the Elwha and Glines Canyon projects. P.L. 102-495 offers a comprehensive solution to a regional problem, avoids protracted litigation of the FERC licensing proceeding as well as associated substantial federal costs, delay and uncertainty, and provides water quality protection for municipal and industrial users. Full restoration of all Elwha River native anadromous fish will result in rehabilitation of the ecosystem of Olympic National Park, meet the federal government's trust responsibility to the Lower Elwha Klallam Tribe, and demonstrably contribute to long-term economic recovery of the region. Dam removal will benefit local and regional economies in the short-term from work projects in ecosystem restoration and in the long term from the benefits that result from a healthy, fully functioning ecosystem. Through identification and development of stocks for potential restoration, anadromous fish restoration in the Elwha River will complement similar efforts elsewhere in the region.													
<b>Ranking Categories: Identify the percent of the project that is in the following categories of need.</b> <table><tr><td>0 % Critical Health or Safety Deferred Maintenance</td><td>0 % Critical Mission Deferred Maintenance</td></tr><tr><td>0 % Critical Health or Safety Capital Improvement</td><td>100 % Compliance &amp; Other Deferred Maintenance</td></tr><tr><td>0 % Critical Resource Protection Deferred Maintenance</td><td>0 % Other Capital Improvement</td></tr><tr><td>0 % Critical Resource Protection Capital Improvement</td><td></td></tr></table>						0 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance	0 % Critical Health or Safety Capital Improvement	100 % Compliance & Other Deferred Maintenance	0 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement	0 % Critical Resource Protection Capital Improvement	
0 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance												
0 % Critical Health or Safety Capital Improvement	100 % Compliance & Other Deferred Maintenance												
0 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement												
0 % Critical Resource Protection Capital Improvement													
Capital Asset Planning 300B Analysis Required: YES: X NO:				Total Project Score: 300									

**Project Costs and Status**

<b>Project Cost Estimate:</b>			<b>\$'s</b>	<b>%</b>	<b>Project Funding History:</b>	
Deferred Maintenance Work :	\$	0		0	Appropriated to Date:	\$ 115,034,000*
Capital Improvement Work:	\$	146,484,000		100	Requested in FY 2007 Budget:	\$ 20,010,000
Total Project Estimate:	\$	146,484,000*		100	Required to Complete Project:	\$ 11,440,000
Class of Estimate:	B		Project Total:			\$ 146,484,000*
Estimate Good Until:	09/30/07					
<b>Dates:</b>	<b>Sch'd (qtr/yy)</b>		<b>Project Data Sheet</b>			<b>Unchanged Since</b>
Construction Start/Award	3 / 2003		Prepared/Last Updated: 1/19/2006			Departmental Approval:
Project Complete:	1 / 2021					YES: NO: X

**Annual Operations Costs**

<b>Current:</b>	\$ 0	<b>Projected:</b>	\$ 0	<b>Net Change:</b>	\$ 0
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\* Pre-FY07 appropriations for this project and total project estimate, above, do not include pre-FY 2000 planning (\$8.2 million), and land acquisition to date (\$29.9 million). With these amounts included, total project estimated cost is \$184,566,000.

**National Park Service  
PROJECT DATA SHEET**

<b>Project Score/Ranking:</b>	700
<b>Planned Funding FY:</b>	2007
<b>Funding Source:</b>	Line Item Construction

**Project Identification**

<b>Project Title:</b> Coastal Watershed Restoration And Enhancement		
<b>Project No:</b> 006556	<b>Unit/Facility Name:</b> Point Reyes National Seashore	
<b>Region:</b> Pacific West	<b>Congressional District:</b> CA06	<b>State:</b> CA

**Project Justification**

FCI-Before: 0.46	FCI-Projected: 0.14	API: 73								
<p><b>Project Description:</b> The purpose of this project is to remove or replace nine facilities in various states of repair that impair natural hydrologic process within the Drakes Estero watershed. The project involves treatment at three geomorphic restoration sites and six culvert crossing sites. Work at the geomorphic restoration sites would include removal of roads, culverts, a dam and fill; restoration of tidal marsh; and construction of a long-span bridge to replace visitor beach access via a road atop deteriorating dam and fill. Work at the six culvert crossing sites would include replacement or repair of failed culverts with natural-bottom arched culverts or cement-box culverts and in-channel grade changes to meet federal and state fish passage criteria, reduce stream velocities, and protect floodplain processes at the crossings. General work would include slope and grade restoration on abandoned roads and fill areas, re-routing of trails, and re-vegetation of disturbed areas.</p>										
<p><b>Project Need/Benefit:</b> This project intends to remove facilities from wilderness and estuarine areas, and replace existing road crossings with structures that allow for natural hydrologic process and fish passage for anadromous salmonids (two federally listed threatened species, coho salmon and steelhead trout) and other aquatic species. The project will restore five coastal watersheds within the park's wilderness area. The objective is to remove and restore physical impediments and correct abandoned roads associated with past land-use practices which are known to pose major ecological threats. These facilities were the centerpiece of coastal development activities that threatened the area in the late 1950s and led directly to the Congressional establishment of the Seashore on September 13, 1962 "to save and preserve, for the purpose of public recreation, benefit, and inspiration, a portion of the diminishing seashore of the United States that remains undeveloped (PL 87-657)." The project includes a number of specific physical treatments within five coastal watersheds, all draining into the Drakes Estero system. This area is recognized as a part of the most intact and ecologically significant estuarine areas in the state of California (State of California, 1983). The restoration will provide for the return of the natural hydrologic regime in the Drakes Estero system and ultimately allow for the reintroduction and enhancement of endangered aquatic populations. The project area lies within the Central California Ecologically Sensitive Unit (ESU) for the federally listed coho salmon and steelhead trout and contains habitat critical to these species' survival. During a recent storm in January 2006, six of the nine project sites experienced hydrologic failure that resulted in serious flood damage to adjacent structures, historic buildings and roadways, further highlighting the need to replace these structures as soon as possible.</p>										
<p><b>Ranking Categories:</b> Identify the percent of the project that is in the following categories of need.</p> <table><tr><td>0 % Critical Health or Safety Deferred Maintenance</td><td>0 % Critical Mission Deferred Maintenance</td></tr><tr><td>0 % Critical Health or Safety Capital Improvement</td><td>0 % Compliance &amp; Other Deferred Maintenance</td></tr><tr><td>100 % Critical Resource Protection Deferred Maintenance</td><td>0 % Other Capital Improvement</td></tr><tr><td>0 % Critical Resource Protection Capital Improvement</td><td></td></tr></table>			0 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance	0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance	100 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement	0 % Critical Resource Protection Capital Improvement	
0 % Critical Health or Safety Deferred Maintenance	0 % Critical Mission Deferred Maintenance									
0 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance									
100 % Critical Resource Protection Deferred Maintenance	0 % Other Capital Improvement									
0 % Critical Resource Protection Capital Improvement										
<p><b>Capital Asset Planning 300B Analysis Required:</b> YES: NO: X <b>Total Project Score:</b> 700</p>										

**Project Costs and Status**

<b>Project Cost Estimate:</b>			<b>Project Funding History:</b>			
Deferred Maintenance Work :	\$ 2,444,000	100	Appropriated to Date:	\$	0	
Capital Improvement Work:	\$ 0	0	Requested in FY 2007 Budget:	\$	2,444,000	
Total Project Estimate:	\$ 2,444,000	100	Required to Complete Project:	\$	0	
Class of Estimate: B			Project Total:			\$ 2,444,000
Estimate Good Until: 09/30/07						
<b>Dates:</b> Sch'd (qtr/fy)			<b>Project Data Sheet</b>			<b>Unchanged Since</b> Departmental Approval: YES: NO: X
Construction Start/Award 1 / 2007			Prepared/Last Updated: 1/13/2006			
Project Complete: 3 / 2008						

**Annual Operations Costs**

<b>Current:</b> \$ 5,750	<b>Projected:</b> \$ 5,250	<b>Net Change:</b> (\$ 500)
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National Park Service  
PROJECT DATA SHEET

Project Score/Ranking:	700
Planned Funding FY:	2007
Funding Source:	Line Item Construction

## Project Identification

Project Title: Protect Park Resources by Removing Failing Roads, Phase 2		
Project No: 059730	Unit/Facility Name: Redwood National Park	
Region: Pacific West	Congressional District: CA01	State: CA

## Project Justification

FCI-Before: 0.77	FCI-Projected: 0.00	API: 15
<b>Project Description:</b> This project would remove failing, abandoned logging roads in the ecologically sensitive Lost Man Creek watershed, a tributary to Redwood Creek, in three phases. Work would include excavating road fill that is currently or potentially landsliding into sensitive stream channels that support valuable aquatic resources, and re-establishing topography and the stream channel network that existed prior to road construction. More than 60 miles of large, poorly constructed, logging roads were built within the Lost Man Creek watershed. The park has received funding in the past to remove 29 miles of these roads. This package proposes the removal of 11 additional miles of abandoned and failing roads, primarily in the South Fork of Lost Man Creek, which pose a great threat to park resources.		
<b>Project Need/Benefit:</b> The Lost Man Creek watershed contains pristine ancient redwood forest, a picnic area, and 17 miles of hiking and bicycling trails. These facilities are easily accessible by vehicles and disabled people, opportunities available nowhere else in Redwood NP. Upstream of these park resources are heavily disturbed harvested timber lands with miles of failing, abandoned logging roads. The roads are eroding, threatening park resources with significant damage from erosion and sedimentation. The removal of roads in Lost Man Creek watershed will greatly reduce the threat of catastrophic impacts of erosion and sedimentation in a prime park stream. Without removing these threats, park resources are at risk of significant damage and loss. Future protection of these resources and the surrounding ecosystem in Lost Man Creek depends upon adequate and timely funding for the removal of failing logging roads.		
<b>Ranking Categories:</b> Identify the percent of the project that is in the following categories of need. 0 % Critical Health or Safety Deferred Maintenance      0 % Critical Mission Deferred Maintenance 0 % Critical Health or Safety Capital Improvement      0 % Compliance & Other Deferred Maintenance 100 % Critical Resource Protection Deferred Maintenance      0 % Other Capital Improvement 0 % Critical Resource Protection Capital Improvement		
Capital Asset Planning 300B Analysis Required: YES: X NO:		Total Project Score: 700

## Project Costs and Status

<b>Project Cost Estimate:</b> \$'s % Deferred Maintenance Work : \$6,770,000 100 Capital Improvement Work: \$ 0 0 Total Component Estimate: \$6,770,000 100	<b>Project Funding History:</b> Appropriated to Date: \$ 2,169,000 Requested in FY 2007 Budget: \$ 2,255,000 Required to Complete Project: \$ 2,346,000 Project Total: \$ 6,770,000
Class of Estimate: B Estimate Good Until: 09/30/07	
<b>Dates:</b> Sch'd (qtr/fy) Construction Start/Award 4/2006 Project Complete: 4/2009	Project Data Sheet Prepared/Last Updated: 8/23/2005 Unchanged Since Departmental Approval: YES: X NO:

## Annual Operations Costs

Current: \$ 84,375	Projected: \$ 0	Net Change: \$ (84,375)
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National Park Service  
PROJECT DATA SHEET

Project Score/Ranking:	810
Planned Funding FY:	2007
Funding Source:	Line Item Construction

## Project Identification

Project Title: <a href="#">Restore Saugus River Turning Basin and Dock</a>		
Project No: 060214	Unit/Facility Name: <a href="#">Saugus Iron Works National Historic Site</a>	
Region: <a href="#">Northeast</a>	Congressional District: 6	State: <a href="#">MA</a>

## Project Justification

FCI-Before: 1.104	FCI-Projected: 0.00	API: 94
<b>Project Description:</b> This project would restore approximately four acres of the Saugus River turning basin to its original open-water condition to reestablish the distinctive character of the basin and the ecological environment. This will be achieved through removal of contaminated wetland sediments, removal of invasive exotic plant species, restoration of an open-water condition by re-grading, construction of wetlands using native vegetation, and replacement of the existing bulkhead and dock. (LCS number 40302).		
<b>Project Need/Benefit:</b> The General Management Plan (GMP) recommends this project as fundamental to park cultural and natural stewardship. The Saugus River basin in the park became silted in after a dam breach in 1957, north of the park; and the river has since been choked by massive growth of phragmites and other exotics in the park, as well as by contaminants from a former factory upstream and urban run-off. The restoration and clean-up of the tidal basin will eliminate threats to human health and safety and will improve natural habitats. Restoration of the historic waterfront/tidal basin is essential to visitor understanding of why the iron works was located in this place for the transport of raw materials and the shipping of finished iron goods to local and international markets. The rehabilitation of the small historic wharf and the cultural and natural landscape would restore essential historical context.		
<b>Ranking Categories:</b> Identify the percent of the project that is in the following categories of need. 50 % Critical Health or Safety Deferred Maintenance      0 % Critical Mission Deferred Maintenance 0 % Critical Health or Safety Capital Improvement      10 % Compliance & Other Deferred Maintenance 40 % Critical Resource Protection Deferred Maintenance      0 % Other Capital Improvement 0 % Critical Resource Protection Capital Improvement		
Capital Asset Planning 300B Analysis Required: YES: NO: <input checked="" type="checkbox"/> Total Project Score: 810		

## Project Costs and Status

<b>Project Cost Estimate:</b> \$'s      % Deferred Maintenance Work :      \$ 3,202,000      100 Capital Improvement Work:      \$ 0      0 Total Component Estimate:      \$ 3,202,000      100	<b>Project Funding History:</b> Appropriated to Date:      \$ 0 Requested in FY 2007 Budget:      \$ 3,202,000 Required to Complete Project:      \$ 0 Project Total:      \$ 3,202,000	
Class of Estimate:      B Estimate Good Until:      09/30/07		
<b>Dates:</b> Sch'd (qtr/fy) Construction Start/Award      2/2007 Project Complete:      4/2007	Project Data Sheet Prepared/Last Updated: 1/13/2006	Unchanged Since Departmental Approval: YES:      NO: <input checked="" type="checkbox"/>

## Annual Operations Costs

Current: \$ 20,000	Projected: \$ 10,000	Net Change: \$ (10,000)
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National Park Service  
PROJECT DATA SHEET

Project Score/Ranking:	500
Planned Funding FY:	2007
Funding Source:	Line Item Construction

## Project Identification

Project Title: Preserve Moton Airfield Site, Phase 2		
Project No: 098835	Unit/Facility Name: Tuskegee Airmen National Historic Site	
Region: Southeast	Congressional District: AL03	State: AL

## Project Justification

FCI-Before: 0.476	FCI-Projected: 0.00	API: 75
<b>Project Description:</b> This project would continue rehabilitation and facility construction for the Tuskegee Airmen National Historic Site at Moton Field in Tuskegee, Alabama, and includes the following elements: 1. Preservation and rehabilitation of the historic scene of the World War II era flight-training complex including removal of non-historic and nuisance features, rehabilitation of the historic tarmac, as well as preservation and rehabilitation of other cultural landscape features of the complex. 2. Preservation and rehabilitation of historic buildings and support structures, including completion of the control tower and the Skyway (All-Ranks) Club buildings. 3. Production of additional interpretive wayside and museum exhibits, including the acquisition of vintage aircraft. 4. Construction of additional site and utility upgrades including lighting; electrical, water, and sanitary sewer service; and storm water drainage.		
<b>Project Need/Benefit:</b> Tuskegee Airmen National Historic Site (NHS) is a recent addition to the National Park System. Moton Field is over 88 acres and contains several historic structures and a variety of cultural landscape features. Temporary visitor facilities have been introduced and the groundbreaking for the Phase 1 initial rehabilitation and facility construction took place on February 24, 2005. FY 2005 funds are being used to construct a scenic overlook and parking. FY 2006 appropriations will be used for rehabilitation of historic structures and landscape features. These include interior construction and exhibit production necessary to use Hangar 1 as a visitor contact facility; rehabilitation of the warehouse/vehicle building and the administration/locker building for use as park maintenance and administration facilities; rehabilitation of the historic entrance gate; and construction of ghost structures/frameworks to represent lost airfield support structures. This request would address additional preservation and rehabilitation work needed to protect and preserve the primary park resources. Two non-historic buildings (relating to the post-war use of the land as a livestock-disease research facility) intrude upon the cultural landscape and are attractive nuisances. The historic tarmac and other portions of the cultural landscape are in a deteriorated state. The control tower and Skyway Club are highly deteriorated and unsafe for employees and visitors. Portions of the site still lack basic utilities. Onsite drainage problems contribute to deterioration of the site's cultural resources and must be addressed as soon as possible. Tuskegee Airmen NHS is the only unit of the NPS dealing with World War II military pilot training and is the only unit dealing with the 20 <sup>th</sup> -century struggle by African Americans to participate in the military. Limited facilities exist to serve existing visitors and access to much of the site is prohibited for visitor safety and resource protection reasons. The restored and rehabilitated structures will be upgraded to meet all health and safety codes while returning them to their historic appearance. Completion of this project will eliminate the serious visitor safety issues for this site and substantially improve visitors' ability to understand and appreciate the significance of the Tuskegee Airmen.		
<b>Ranking Categories:</b> Identify the percent of the project that is in the following categories of need. 0 % Critical Health or Safety Deferred		

## Project Costs and Status

<b>Project Cost Estimate:</b>			<b>Project Funding History:</b>				
Deferred Maintenance Work :	\$ 1,694,000	50	Appropriated to Date:	\$	7,721,000		
Capital Improvement Work:	\$ 1,694,000	50	Requested in FY 2007 Budget:	\$	3,388,000		
Total Component Estimate:	\$ 3,388,000	100	Required to Complete Project:	\$	Unknown		
Class of Estimate: B			Project Total:			\$	11,109,000
Estimate Good Until: 09/30/07							
<b>Dates:</b>			<b>Project Data Sheet</b>		<b>Unchanged Since</b>		
Sch'd (qtr/fy)					Departmental Approval:		
Construction Start/Award			Prepared/Last Updated: 1/17/2006		YES: NO: X		
Project Complete:							
3/2008							

## Annual Operations Costs

Current: \$ 0	Projected: \$ 140,000	Net Change: \$ 140,000
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**National Park Service  
PROJECT DATA SHEET**

<b>Project Score/Ranking:</b>	156
<b>Planned Funding FY:</b>	2007
<b>Funding Source:</b>	Line Item Construction

**Project Identification**

<b>Project Title:</b> Reconstruct Hangar No. 2		
<b>Project No:</b> 098836	<b>Unit/Facility Name:</b> Tuskegee Airmen National Historic Site	
<b>Region:</b> Southeast	<b>Congressional District:</b> AL03	<b>State:</b> AL

**Project Justification**

FCI-Before: NA	FCI-Projected: 0.00	API: 51								
<b>Project Description:</b> This project would continue rehabilitation and facility construction for the Tuskegee Airmen National Historic Site at Moton Field in Tuskegee, Alabama, and would include the historic reconstruction of Hangar No. 2 that burned down in 1990. This 16,800-square-foot structure would be constructed within the footprint of the original hangar and the space would be used for four purposes: public restrooms, additional interpretive exhibits, audio-visual rooms for studying oral history interviews and other historic media, and classroom space for the Tuskegee University Department of Aviation Science. In conjunction with the completion of Phases 1 and 2 of the Moton Field preservation, this would be the final major architectural component to restore the historic scene of the World War II (WW II) era flight-training complex.										
<b>Project Need/Benefit:</b> Tuskegee Airmen National Historic Site is a recent addition to the National Park System. It is the only unit of the national park system whose primary focus is WW II military training and the only place that addresses WW II pilot training. It is also the only unit dealing with the 20 <sup>th</sup> -century struggle by African Americans to participate in the military. Temporary visitor facilities have been provided, and the groundbreaking for the rehabilitation of Moton Field took place on February 24, 2005. The work to preserve Moton Field in the Phase 1 projects (funded in 2005 and 2006) and the Phase 2 project (also requested in FY 2007) focuses on resource preservation and provides basic services and gradually expanding visitor access to the entire site, but provides only limited interpretive opportunities. The reconstruction of Hangar No. 2 will include the public restrooms necessary to accommodate full visitor access to the completed site and the exhibit and interpretive spaces necessary for visitors' to understand and appreciate the significance of the Tuskegee Airmen, as well as providing space for higher education use as required by the park's enabling legislation. The original Moton Field complex was comprised of a taxiway, Hangar No. 1, Hangar No. 2, a control tower, the Skyway (All-Ranks) Club and various smaller support buildings. The major interpretive value of Moton Field is that it can be a complete visitor experience. Without a reconstructed Hangar No. 2, the site would have a gaping hole in the historic scene. This reconstruction will help depict the site's military training role and allow the preserved airfield to meet its envisioned potential in telling the story of the Tuskegee Airmen.										
<b>Ranking Categories:</b> Identify the percent of the project that is in the following categories of need.										
<table><tr><td>0 % Critical Health or Safety Deferred</td><td>0 % Critical Mission Deferred Maintenance</td></tr><tr><td>7 % Critical Health or Safety Capital Improvement</td><td>0 % Compliance &amp; Other Deferred Maintenance</td></tr><tr><td>0 % Critical Resource Protection Deferred Maintenance</td><td>93 % Other Capital Improvement</td></tr><tr><td>0 % Critical Resource Protection Capital Improvement</td><td></td></tr></table>			0 % Critical Health or Safety Deferred	0 % Critical Mission Deferred Maintenance	7 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance	0 % Critical Resource Protection Deferred Maintenance	93 % Other Capital Improvement	0 % Critical Resource Protection Capital Improvement	
0 % Critical Health or Safety Deferred	0 % Critical Mission Deferred Maintenance									
7 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance									
0 % Critical Resource Protection Deferred Maintenance	93 % Other Capital Improvement									
0 % Critical Resource Protection Capital Improvement										
Capital Asset Planning 300B Analysis Required: YES: <input checked="" type="checkbox"/> NO: <input type="checkbox"/>		Total Project Score: 156								

**Project Costs and Status**

<b>Project Cost Estimate:</b>	\$'s	%	<b>Project Funding History:</b>	
Deferred Maintenance Work :	\$ 0	0	Appropriated to Date:	\$ 0
Capital Improvement Work:	\$ 4,093,000	100	Requested in FY 2007 Budget:	\$ 4,093,000
Total Component Estimate:	\$ 4,093,000	100	Required to Complete Project:	\$ 0
Class of Estimate:	B		Project Total:	\$ 4,093,000
Estimate Good Until:	09/30/07			
<b>Dates:</b>	<b>Sch'd (qtr/fy)</b>		<b>Project Data Sheet</b>	<b>Unchanged Since</b>
Construction Start/Award	3/2007		Prepared/Last Updated: 1/17/2006	Departmental Approval:
Project Complete:	3/2008			YES: NO: <input checked="" type="checkbox"/>

**Annual Operations Costs**

<b>Current:</b> \$ 0	<b>Projected:</b> \$ 260,000	<b>Net Change:</b> \$ 260,000
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**National Park Service  
PROJECT DATA SHEET**

<b>Project Score/Ranking:</b>	980
<b>Planned Funding FY:</b>	2007
<b>Funding Source:</b>	Line Item Construction

**Project Identification**

<b>Project Title:</b> Government Portion of Replace Failing Visitor Center, Phase 1		
<b>Project No:</b> 099621C	<b>Unit/Facility Name:</b> USS Arizona Memorial	
<b>Region:</b> Pacific West	<b>Congressional District:</b> HI01	<b>State:</b> HI

**Project Justification**

FCI-Before: 1.001	FCI-Projected: 0.019	API: 88								
<p><b>Project Description:</b> The current 19,325-square-foot visitor center/headquarters building at the USS Arizona Memorial is deteriorating rapidly due to uncontrollable structural and foundation failures. This project would replace it with a single-story, multi-structure visitor center facility of approximately 23,700 square feet (3,800 square feet below the 27,500-square-foot facility recommended by the NPS visitor facility planning model). A mix of exterior and interior spaces would be used for orientation and exhibits for the visit to the USS Arizona Memorial and the other historic events surrounding the attack on Pearl Harbor and would reduce the long-term costs of providing more interior conditioned space. Two theaters would be provided to allow continuous scheduling with the boat shuttle to the Memorial which is run by the US Navy. Restrooms, a small concession facility, a classroom and essential services would be part of the visitor center. A bookstore and support areas managed by the Arizona Memorial Museum Association (AMMA) would be part of the facility as would space for visitor security and screening as required by the US Navy. Support spaces for NPS staff would be minimal with the main offices and storage in a headquarters facility to be provided in a separate project away from the visitor center site. The majority of funding for the visitor center, estimated to cost approximately \$24,500,000, would be provided by AMMA through an extensive fund raising effort. This request would begin a two-phase government contribution to fund support functions for the replacement facility such as site development, utilities, and other infrastructure.</p>										
<p><b>Project Need/Benefit:</b> The present visitor center/headquarters building is failing. Professional engineers have given the building a life expectancy of three to eight years (2009 to 2014). It is sinking. The building was constructed on fill material in 1979 and designed to accommodate the anticipated soil settlement by jacking the facility up every few years. The building was designed to settle a total of 18 inches but it has now settled over 30 inches and cannot be jacked up again. The concrete walls and floors were not designed to be torqued and tweaked to the degree that they have been to address the building settlement and re-leveling. These activities have created cracks in the concrete, exposing rebar to air and moisture resulting in rust which compromises the integrity of the structure. Engineering studies have also indicated that the current facility is not seismically stable, creating significant concerns for the safety of visitors and employees. The sinking foundation is not the only issue. The basement has standing water and is creating health concerns due to mold and insects. In addition, the current facility is undersized for the visitation received. The USS Arizona Memorial receives 1.5 million visitors a year, is the most visited site in the Pacific and a pilgrimage for many. At the USS Arizona Memorial, 100 per cent of visitors go through the visitor center twice, once going out to the memorial and again when they return -- they have no choice. It is common to have 1,600 visitors at the visitor center who might wait more than two hours. Restroom facilities are grossly undersized. During peak visitation periods, visitors often stand in line for 20 minutes to use the restroom. There is no option but to replace this facility.</p>										
<p><b>Ranking Categories:</b> Identify the percent of the project that is in the following categories of need.</p> <table><tr><td>45 % Critical Health or Safety Deferred</td><td>10 % Critical Mission Deferred Maintenance</td></tr><tr><td>25 % Critical Health or Safety Capital Improvement</td><td>0 % Compliance &amp; Other Deferred Maintenance</td></tr><tr><td>0 % Critical Resource Protection Deferred Maintenance</td><td>20 % Other Capital Improvement</td></tr><tr><td>0 % Critical Resource Protection Capital Improvement</td><td></td></tr></table>			45 % Critical Health or Safety Deferred	10 % Critical Mission Deferred Maintenance	25 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance	0 % Critical Resource Protection Deferred Maintenance	20 % Other Capital Improvement	0 % Critical Resource Protection Capital Improvement	
45 % Critical Health or Safety Deferred	10 % Critical Mission Deferred Maintenance									
25 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance									
0 % Critical Resource Protection Deferred Maintenance	20 % Other Capital Improvement									
0 % Critical Resource Protection Capital Improvement										
Capital Asset Planning 300B Analysis Required: YES: X NO:		Total Project Score: 735								

**Project Costs and Status**

<b>Project Cost Estimate:</b>	<b>\$'s</b>	<b>%</b>	<b>Project Funding History:</b>	
Deferred Maintenance Work :	\$ 6,180,800	80	Appropriated to Date:	\$ 0
Capital Improvement Work:	\$ 1,545,200	20	Requested in FY 2007 Budget:	\$ 3,685,000
Total Component Estimate:	\$ 7,726,000	100	Required to Complete Project:	\$ 4,041,000
Class of Estimate:	C		Project Total:	\$ 7,726,000
Estimate Good Until:	09/30/07			
<b>Dates:</b>	<b>Sch'd (qtr/fy)</b>		<b>Project Data Sheet</b>	<b>Unchanged Since</b>
Construction Start/Award	4/2007		Prepared/Last Updated: 1/19/2006	Departmental Approval:
Project Complete:	2/2009			YES: NO: X

**Annual Operations Costs**

<b>Current:</b>	\$ 2,600,000	<b>Projected:</b>	\$ 2,600,000	<b>Net Change:</b>	\$ 0
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**National Park Service  
PROJECT DATA SHEET**

<b>Project Score/Ranking:</b>	770
<b>Planned Funding FY:</b>	2007
<b>Funding Source:</b>	Line Item Construction

**Project Identification**

<b>Project Title:</b> Rehabilitate Support Facilities at Washington's Headquarters for Visitor Use		
<b>Project No:</b> 111555	<b>Unit/Facility Name:</b> Valley Forge National Historical Park	
<b>Region:</b> Northeast	<b>Congressional District:</b> PA06, PA07	<b>State:</b> PA

**Project Justification**

FCI-Before: 0.214	FCI-Projected: 0.00	API: 75								
<p><b>Project Description:</b> This project would rehabilitate the historic Valley Forge train station and environs as a visitor contact station to enable better visitor use of Washington's Headquarters (HQ) and surrounding area. This request represents the second phase of project funding; a total of \$2.315 million was appropriated in FY 2006. Work funded by this request would include:</p> <ul style="list-style-type: none"><li>• Rehabilitation of the train station building including roof replacement and accessibility modifications, utility upgrades, fire suppression and intrusion alarm system installation, exterior repairs, lead-based paint abatement, interior finish rehabilitation and repainting, and associated site work.</li><li>• Rehabilitation of the train station site including provision of public restrooms, fabrication and installation of new wayside exhibit panels and associated site and utility work.</li><li>• Cultural landscape improvements to reduce visual impacts.</li></ul>										
<p><b>Project Need/Benefit:</b> Washington's Headquarters and the surrounding area is the primary interpretive site in the park. Washington established his headquarters (the "Pentagon" of its time) in a small house and lived there with his staff and his wife for the six-month encampment. The building is completely restored, in excellent condition, and is open for interpretive tours. Because of its small size, the Headquarters itself cannot be used for programs or orientation or interpretation. The adjacent Valley Forge train station (circa 1911) is empty and lends itself well to becoming an orientation, programming, and exhibit center for Washington's Headquarters and the interpretive themes associated with his leadership, as well as themes associated with the village of Valley Forge. The station is in good structural condition and much of the needed rehabilitation is the result of deferred maintenance.</p>										
<p><b>Ranking Categories:</b> Identify the percent of the project that is in the following categories of need.</p> <table><tr><td>10 % Critical Health or Safety Deferred</td><td>0 % Critical Mission Deferred Maintenance</td></tr><tr><td>15 % Critical Health or Safety Capital Improvement</td><td>0 % Compliance &amp; Other Deferred Maintenance</td></tr><tr><td>25 % Critical Resource Protection Deferred Maintenance</td><td>50 % Other Capital Improvement</td></tr><tr><td>0 % Critical Resource Protection Capital Improvement</td><td></td></tr></table>			10 % Critical Health or Safety Deferred	0 % Critical Mission Deferred Maintenance	15 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance	25 % Critical Resource Protection Deferred Maintenance	50 % Other Capital Improvement	0 % Critical Resource Protection Capital Improvement	
10 % Critical Health or Safety Deferred	0 % Critical Mission Deferred Maintenance									
15 % Critical Health or Safety Capital Improvement	0 % Compliance & Other Deferred Maintenance									
25 % Critical Resource Protection Deferred Maintenance	50 % Other Capital Improvement									
0 % Critical Resource Protection Capital Improvement										
<p><b>Capital Asset Planning 300B Analysis Required:</b> YES: NO: <input checked="" type="checkbox"/> <b>Total Project Score:</b> 460</p>										

**Project Costs and Status**

<b>Project Cost Estimate:</b>		<b>Project Funding History:</b>
Deferred Maintenance Work :	\$ 821,800 35	Appropriated to Date: \$ 2,315,000
Capital Improvement Work:	\$ 1,526,200 65	Requested in FY 2007 Budget: \$ 2,348,000
Total Component Estimate:	\$ 2,348,000 100	Required to Complete Project: \$ 0
Class of Estimate:	C	Project Total: \$ 4,663,000
Estimate Good Until:	09/30/07	
<b>Dates:</b>	<b>Sch'd (qtr/fy)</b>	<b>Project Data Sheet</b>
Construction Start/Award	1/2007	Prepared/Last Updated: 1/17/2006
Project Complete:	4/2007	Unchanged Since Departmental Approval: YES: NO: <input checked="" type="checkbox"/>

**Annual Operations Costs**

<b>Current:</b> \$ 2,686	<b>Projected:</b> \$ 3,770	<b>Net Change:</b> \$ 1,084
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**National Park Service  
PROJECT DATA SHEET**

<b>Project Score/Ranking:</b>	890
<b>Planned Funding FY:</b>	2007
<b>Funding Source:</b>	Line Item Construction

**Project Identification**

<b>Project Title:</b> Structural and Utility Rehabilitation for the Executive Residence		
<b>Project No:</b> 077009	<b>Unit/Facility Name:</b> White House	
<b>Region:</b> National Capital	<b>Congressional District:</b> DCAL	<b>State:</b> District of Columbia

**Project Justification**

<b>FCI-Before:</b> NA	<b>FCI-Projected:</b> NA	<b>API:</b> NA
<b>Project Description:</b> Construction funds are requested to continue the multi-year effort to address the repair and maintenance backlog at the White House and President's Park. Funding is being used for projects such as the replacement of unsafe sidewalk pavers in East Executive Park; milling and re-paving West Executive Avenue and the South Grounds roadway; the maintenance building grounds; conservation of deteriorated sandstone columns at the West Colonnade; repair of sewage problems at the Ellipse Visitor Pavilion; repair/replacement of streetlights, park benches, and water fountains; rehabilitating the unsafe grounds electrical systems; replacement of the grounds irrigation system; rehabilitation of the underground shop's fire suppression system; replacement of sidewalks; rehabilitation of historic fountains in President's Park; and installation of an irrigation system for the Ellipse.		
<b>Project Need/Benefit:</b> The White House and President's Park were founded over 200 years ago. As the home and office of the President of the United States, the site is host to more than 1.5 million visitors each year and thousands more who use the surrounding President's Park and its facilities for recreation, relaxation, and First Amendment activities. Electrical systems for the White House grounds that have been in place more than 40 years have had many additions and modifications over the years and are in need of substantial rehabilitation. Some equipment rated for indoor use is installed in underground vaults that have leaks and when flooded can create seriously hazardous conditions for employees who must maintain these utilities. The vaults are not in compliance with national electrical codes and electrical voltage is not adequate to support required electrical service needed in some areas. Since 1985 approximately 165,000 SF of damaged sidewalk paving have been replaced during construction of other projects. This project will complete the final phase of all major sidewalk replacement needed within President's Park. Irrigation systems for the White House grounds installed during the Kennedy and Nixon Administrations will be replaced with modern energy and water efficient systems. Presently, no automated timing devices are installed, and operation is dependent upon maintenance personnel. A long-term construction program will allow better advance planning, better scheduling to accommodate on-going site activities and better coordination to take advantage of construction activities by other agencies at the site.		
<b>Ranking Categories: Identify the percent of the project that is in the following categories of need.</b> 75 % Critical Health or Safety Deferred Maintenance      5 % Critical Mission Deferred Maintenance 0 % Critical Health or Safety Capital Improvement      5 % Compliance & Other Deferred Maintenance 15 % Critical Resource Protection Deferred Maintenance      0 % Other Capital Improvement 0 % Critical Resource Protection Capital Improvement		
<b>Capital Asset Planning 300B Analysis Required:</b> YES:    NO: <input checked="" type="checkbox"/> <b>Total Project Score:</b> 890		

**Project Costs and Status**

<b>Project Cost Estimate:</b> Deferred Maintenance Work : \$ 46,452,800    100 Capital Improvement Work: \$ 0    0 Total Project Estimate: \$ 46,452,800    100 Class of Estimate: C Estimate Good Until: 9/30/07	<b>Project Funding History:</b> Appropriated to Date: \$ 33,568,800* Requested in FY 2007 Budget: \$ 6,298,000 Required to Complete Project: \$ 6,585,000 Project Total: \$ 46,451,800
<b>Dates:</b> Sch'd (qtr/fy) Construction Start/Award 1/2007 Project Complete: 4/2007	<b>Project Data Sheet</b> Prepared/Last Updated: 1/19/2006 <b>Unchanged Since</b> Departmental Approval: YES:    NO: <input checked="" type="checkbox"/>

**Annual Operations Costs**

<b>Current:</b> NA	<b>Projected:</b> NA	<b>Net Change:</b> NA
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\* Appropriated to-date figures exclude \$2,355,200 in reductions to previous appropriations as a result of fire assessments and across-the-board rescissions.



**National Park Service  
PROJECT DATA SHEET**

<b>Project Score/Ranking:</b>	<b>880</b>
<b>Planned Funding FY:</b>	<b>2006</b>
<b>Funding Source:</b>	<b>Line Item Construction</b>

**Project Identification**

<b>Project Title:</b> Replace Deteriorating Cave Lighting System			
<b>Project No:</b> 092497		<b>Unit/Facility Name:</b> Wind Cave National Park	
<b>Region:</b> Midwest	<b>Congressional District:</b> SDAL	<b>State:</b> SD	

**Project Justification**

<b>FCI-Before:</b> 0.86	<b>FCI-Projected:</b> 0.00	<b>API:</b> 88
<b>Project Description:</b> This project will construct a new lighting system in Wind Cave by removing and replacing the existing 2,400-volt primary power system, transformers, control panels, lighting circuits and fixtures with a new system.		
<b>Project Need/Benefit:</b> Most of the existing 2,400-volt primary system was installed in 1955 and after 50 years of use, the system has reached the end of its serviceable life. Because of the high voltage involved, the primary system represents a severe hazard to park visitors and staff in its existing condition. Due to the system's age and the very high humidity of the cave environment, the insulation covering the primary power conductors has become brittle and easily compromised, presenting extremely serious shorting hazards. The existing high voltage power lines run exposed on the surface through cave passages sometimes directly adjacent to public trails, thereby increasing the potential of electrocution. Along the public trail routes the primary power lines feed through transformers to reduce the voltage from 2400 volts to the 120 volts used by six cave lighting control panels. The transformers are both a safety hazard to visitors and employees and an environmental hazard to the natural cave resources as they can explode if overloaded due to surges in the primary power lines, such as those caused by lightning strikes. Although an explosion has never occurred, lightning has blown out sections of the primary power lines inside the cave, narrowly missing striking a visitor. The lighting control panels, secondary voltage lighting circuits and lighting fixtures were installed in 1980 and have now deteriorated to the point they are no longer serviceable. The lighting control equipment is obsolete and replacement parts are no longer available; circuits used to black out specific areas so visitors can experience the natural total darkness of the cave malfunction frequently. Blackouts also occur with a short in the circuit or other mechanical failure and are exacerbated by the daisy-chain electrical configuration. Whenever the lights malfunction, visitors must be escorted to the nearest lighted trail section, missing opportunities to see special cave features. Cave resources are also put at risk. Delicate cave formations can be damaged when visitors stumble or fall on them and cave walls become discolored after absorbing oils from visitor's hands as they reach out to guide their way in the dark. Much of the existing system is not properly grounded, posing an extreme hazard in the wet environment. There are no GFCI protected outlets and there is no primary service disconnection. These conditions do not comply with current professional safety standards and expose system maintenance workers to electrical shock hazards. The moist cave environment exacerbates problems with the deteriorated system. Water leaks into junction boxes causing wires to short out and melt. The light fixtures corrode and fall apart regularly. When the current system was installed, little was known about the problem of cave algae; consequently, the unnatural light and heat energy generated by the existing system causes moderate to severe algae growth problems which are controlled by washing cave surfaces with a weak solution of bleach and water. This practice is highly undesirable because of the potential to negatively impact other, natural cave biota.		
<b>Ranking Categories:</b> Identify the percent of the project that is in the following categories of need. 70 % Critical Health or Safety Deferred Maintenance      10 % Critical Mission Deferred Maintenance 0 % Critical Health or Safety Capital Improvement      0 % Compliance & Other Deferred Maintenance 20 % Critical Resource Protection Deferred Maintenance      0 % Other Capital Improvement 0 % Critical Resource Protection Capital Improvement		
<b>Capital Asset Planning 300B Analysis Required:</b> YES: NO: <input checked="" type="checkbox"/> <b>Total Project Score:</b> 880		

**Project Costs and Status**

<b>Project Cost Estimate:</b> \$'s % Deferred Maintenance Work : \$ 2,965,000 100 Capital Improvement Work: \$ 0 0 Total Component Estimate: \$ 2,965,000 100			<b>Project Funding History:</b> Appropriated to Date: \$ 0 Requested in FY 2007 Budget: \$ 2,965,000 Required to Complete Project: \$ 0 Project Total: \$ 2,965,000	
Class of Estimate: B Estimate Good Until: 09/30/07				
<b>Dates:</b> Sch'd (qtr/yy) Construction Start/Award 1/2007 Project Complete: 4/2007			Project Data Sheet Prepared/Last Updated: 1/17/2006 Unchanged Since Departmental Approval: YES: NO: <input checked="" type="checkbox"/>	

**Annual Operations Costs**

<b>Current:</b> \$ 12,000	<b>Projected:</b> \$ 4,000	<b>Net Change:</b> \$ (8,000)
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